

2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 2 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM – ANALYTICAL PROCESS

Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process.

The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

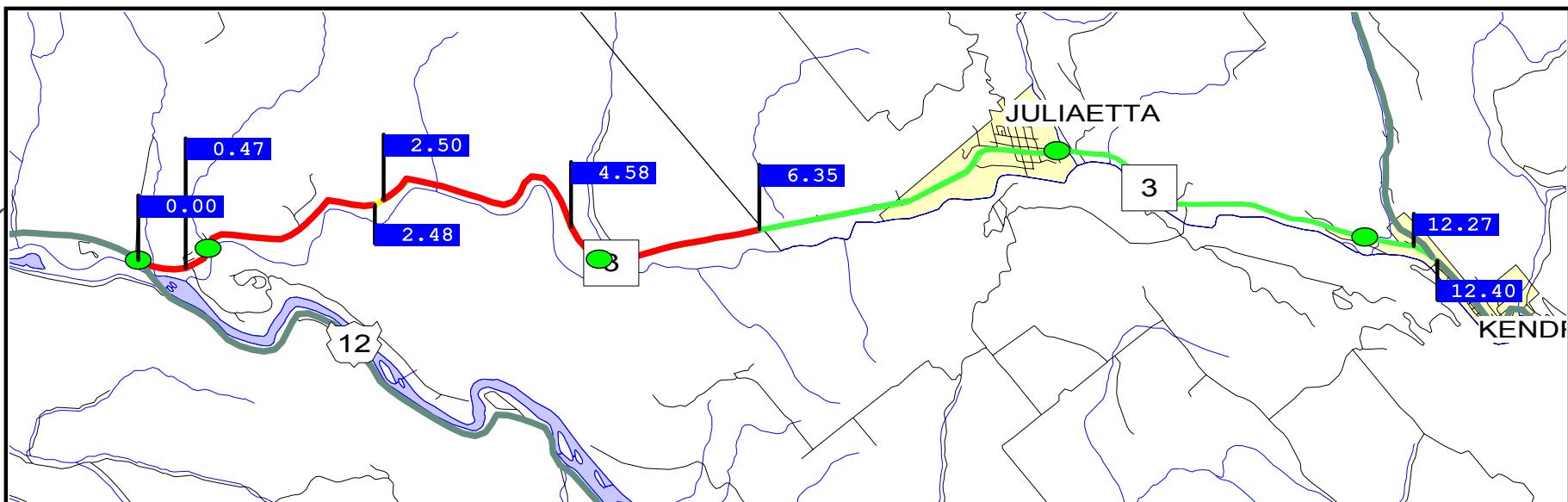
Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

RURAL

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 8 0 0

030215



RURAL

	0.00 - 0.47 NEZ PERCE	0.47 - 2.48 NEZ PERCE	2.50 - 4.58 NEZ PERCE	4.58 - 6.35 NEZ PERCE	6.35 - 12.28 LATAH	12.27 - 12.40 LATAH
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	DENSE
SECTION LENGTH	0.467	2.017	2.078	1.769	5.926	0.125
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	5	4	4	4	4	0
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	2,500	2,500	2,500	2,500	2,690	2,300
ADT (CURRENT)	3,380	3,380	3,380	3,380	3,630	3,116
ADT (FUTURE) -- 20 YEAR	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	ONE LANE	ONE LANE	ONE LANE	ONE LANE	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	NW CONS/RCN FLX	NW CONS/RCN FLX	BIT SURF TRMNT	MILL AND INLAY	MILL AND INLAY	REHAB & RESURF
PAVEMENT IMPROVEMENT	1968	1937	1940	2000	2000	1992
YEAR OF IMPROVEMENT	1986	1986	1986	1992	1992	1997
SEAL COAT YEAR	2.8	1.9	1.3	3.4	4.1	3.3
S/N OR D	11	11	11	11	11	12
PERCENT TRUCKS--PEAK	0.17	0.18	0.18	0.18	0.15	0.14
V/C RATIO	2.6/2.6/2.6	5.0/3.4/4.3	5.0/3.6/4.4	4.0/3.5/3.8	4.5/3.6/4.1	4.7/3.3/4.1
CRACK/ROUGH/FINAL INDEX						

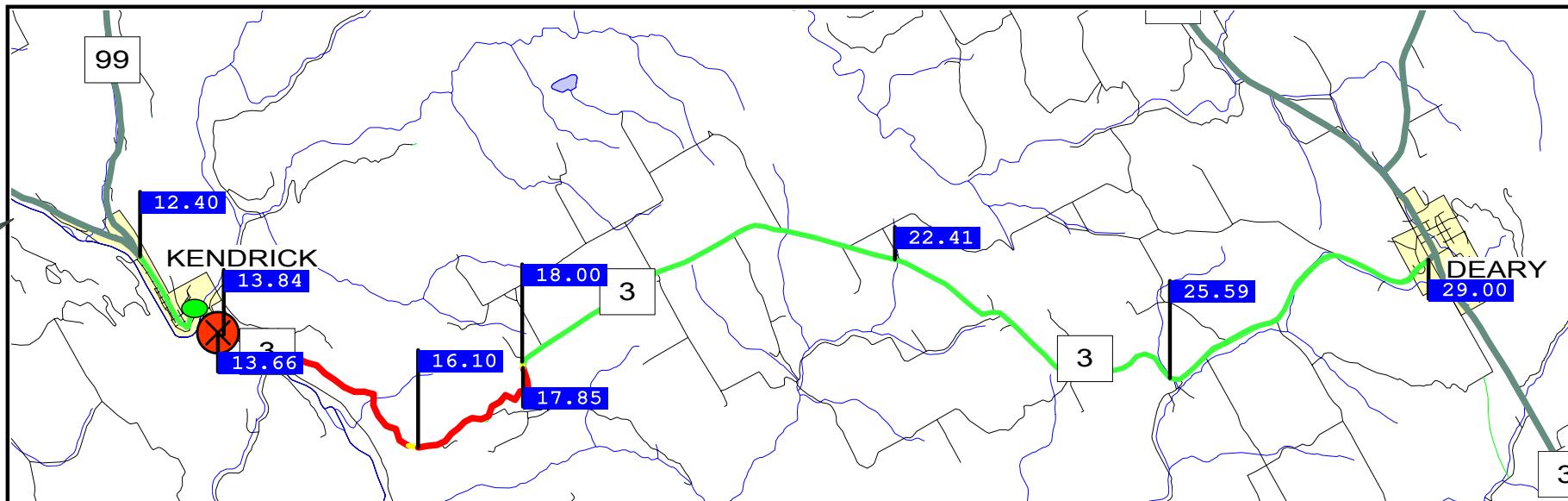
HIGHWAY IMPROVEMENT #1

PAGE 2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004	2012	2012	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R	
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$5,000	\$97,000	\$100,000	\$18,000
FOR CONSTRUCTION	\$185,000	\$1,448,000	\$1,492,000	\$701,000
TOTAL	\$190,000	\$1,545,000	\$1,592,000	\$719,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	10160
FEATURES	CANYON CREEK;T
MILEPOST	5.85
SQUARE FOOTAGE	689
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	34.3
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



RURAL

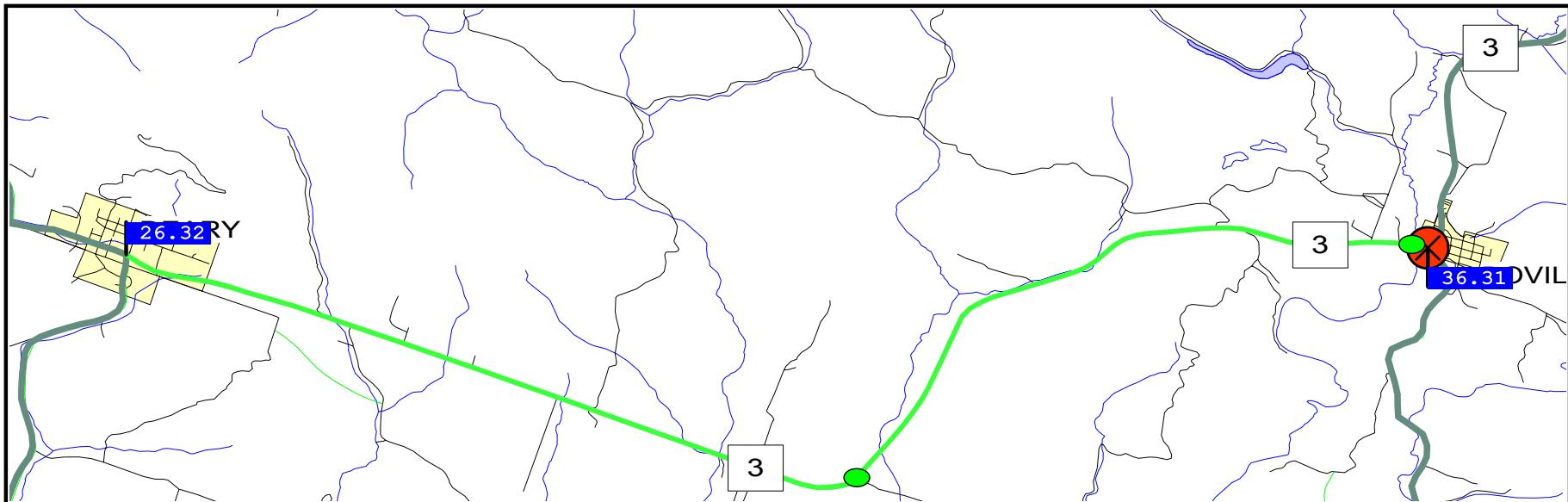
	12.40 - 13.66 LATAH	13.84 - 16.10 LATAH	16.10 - 17.85 LATAH	18.00 - 22.41 LATAH	22.41 - 25.59 LATAH	25.59 - 29.00 LATAH
COUNTY	LATAH	LATAH	LATAH	LATAH	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.260	2.260	1.750	4.413	3.181	3.406
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	0	3	4	1	1	1
WIDTH	0	3	4	1	1	1
MATERIAL TYPE	CURBED	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,100	1,060	1,000	969	1,000	1,168
ADT (FUTURE) -- 20 YEAR	2,856	1,453	1,374	1,326	1,374	1,595
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	ONE LANE	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996	1986	1983	1978	1978	1978
SEAL COAT YEAR	1997	1997	1999	1999	1999	1999
S/N OR D	4.8	3.6	2.8	4.2	4.1	5.2
PERCENT TRUCKS--PEAK	14	18	18	19	18	16
V/C RATIO	0.11	0.08	0.07	0.06	0.06	0.07
CRACK/ROUGH/FINAL INDEX	4.8/2.7/3.9	3.8/3.0/3.4	2.1/2.8/2.4	4.7/3.6/4.2	4.5/3.2/3.9	4.5/3.3/4.0

TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2015	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	VERT ALIGNMENT	VERT ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R	SHLD WIDTH-R
FOR ROW AND UTIL	\$108,000	\$84,000
FOR CONSTRUCTION	\$1,623,000	\$1,257,000
TOTAL	\$1,731,000	\$1,341,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

RR CROSSING NUMBER	058451S
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	0 TO 25
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T



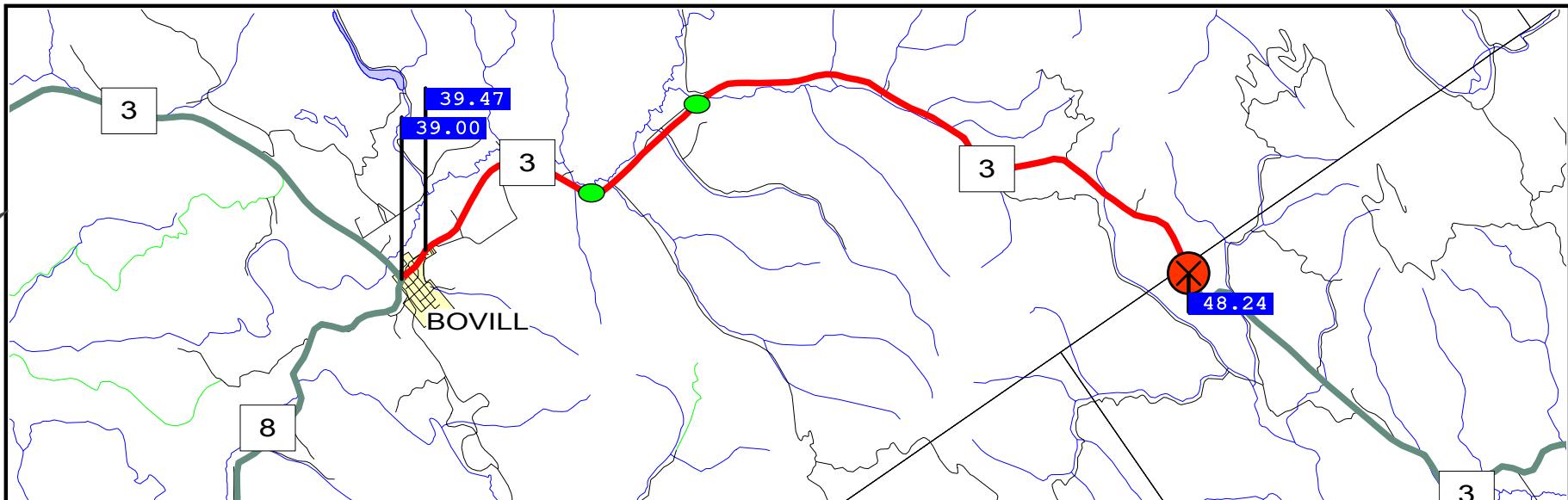
RURAL

MILEPOSTS	26.32 - 36.31
COUNTY	LATAH
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	YES
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	9.993
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	1,332
ADT (FUTURE) -- 20 YEAR	1,783
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	1988
S/N OR D	4.4
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	4.5/3.7/4.2

RR CROSSING NUMBER	859387H
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	8 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T



RURAL

MILEPOSTS	39.00 - 39.47	39.47 - 48.24
COUNTY	LATAH	LATAH
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	YES
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL
SECTION LENGTH	0.465	8.771
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	3
MATERIAL TYPE	STABILIZED	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,000	476
ADT (FUTURE) -- 20 YEAR	1,049	501
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	0	1
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1957	1984
SEAL COAT YEAR	1997	1997
S/N OR D	1.7	5.0
PERCENT TRUCKS--PEAK	9	19
V/C RATIO	0.09	0.06
CRACK/ROUGH/FINAL INDEX	1.3/2.3/1.7	2.2/2.9/2.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2007	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$2,000	\$333,000
FOR CONSTRUCTION	\$125,000	\$4,614,000
TOTAL	\$127,000	\$4,947,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE

399710S
3
0
15 TO 25
ASPHALT

TYPES OF CONTROLS
FLASHING LIGHTS
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS

SPEED SELECTION

0
0
2
2
0
0
0

NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

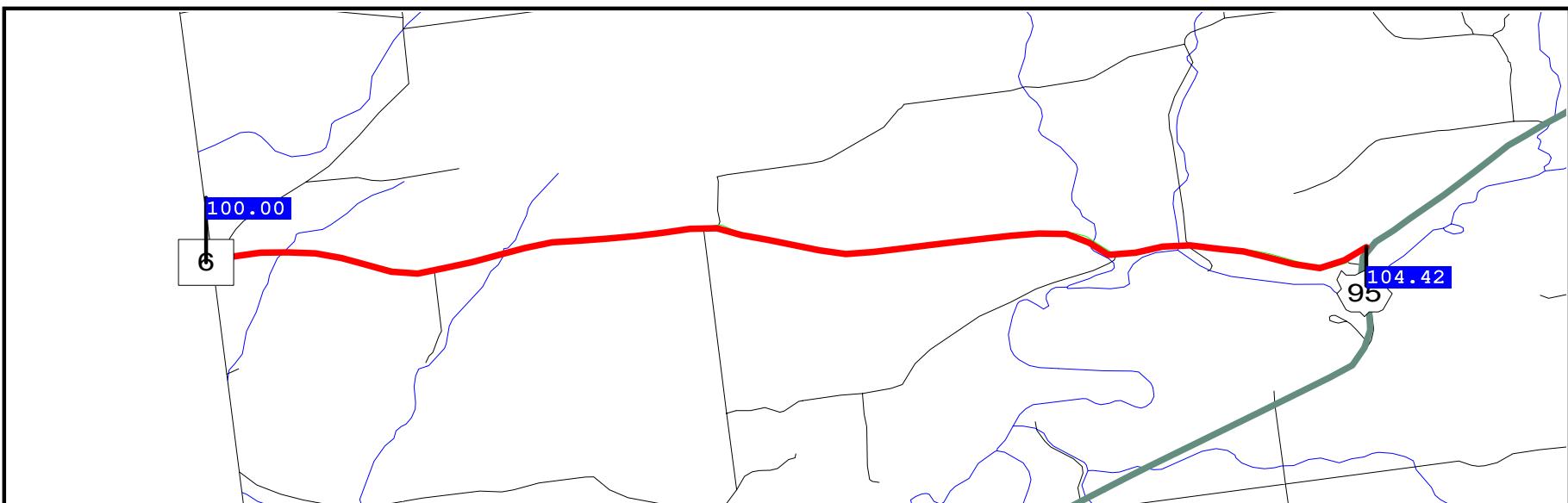
TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

FLASHING LIGHTS
00
FLASHING LIGHTS

\$150,000
\$40,000
\$0
\$190,000
\$9,500
SECTION TIMBER

H P M S S T U D Y F O R R O A D S E G M E N T : 001840

030215



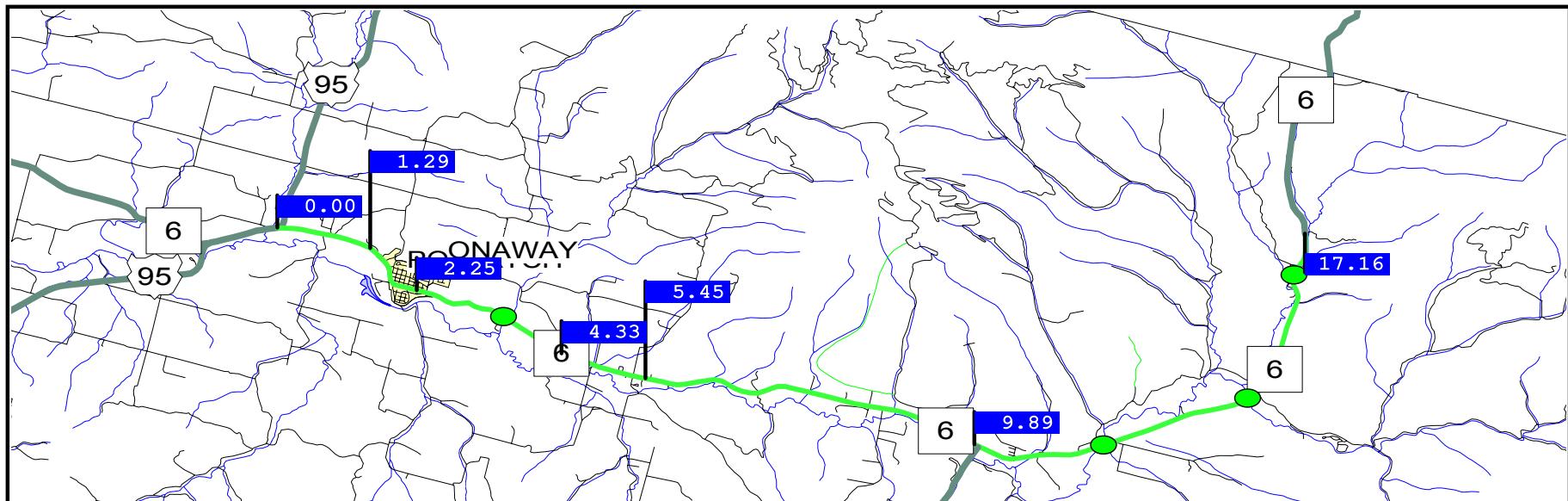
RURAL

MILEPOSTS	100.00 - 104.42
COUNTY	LATAH
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	4.420
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	20
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	1
MATERIAL TYPE	STABILIZED
MEDIAN WIDTH	--
ADT (CURRENT)	779
ADT (FUTURE) -- 20 YEAR	960
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1930
SEAL COAT YEAR	1990
S/N OR D	1.7
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	2.6/2.9/2.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$88,000
FOR CONSTRUCTION	\$1,052,000
TOTAL	\$1,140,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

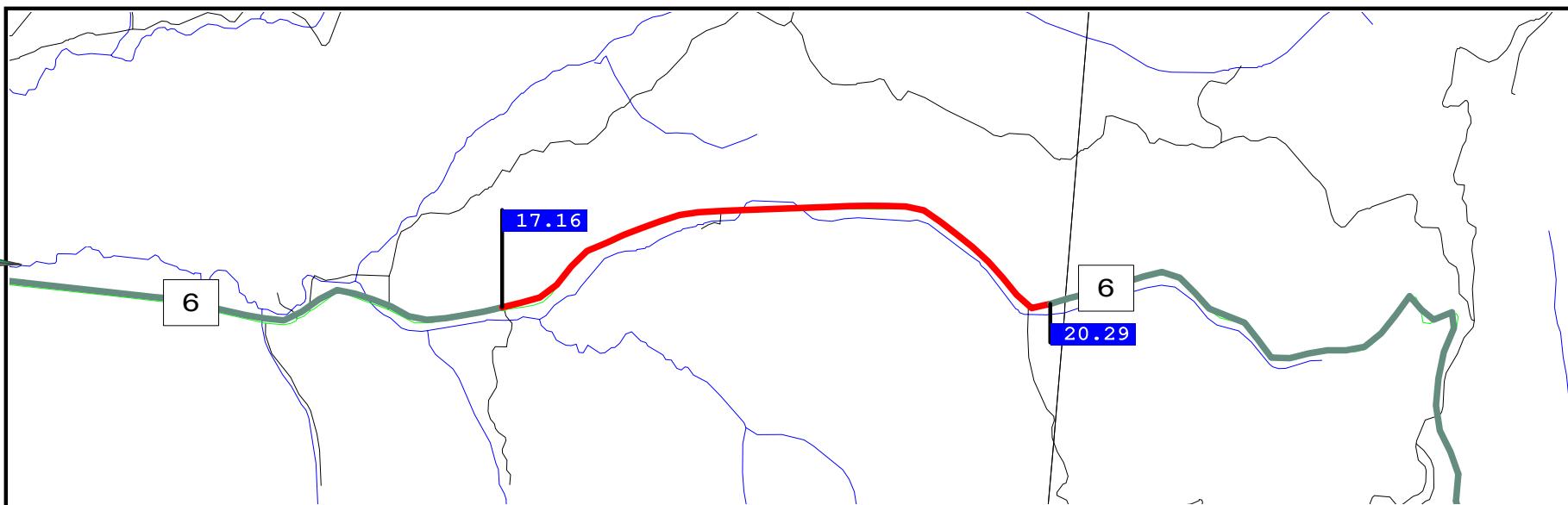


RURAL

	0.00 - 1.29 LATAH	1.29 - 2.25 LATAH	2.25 - 4.33 LATAH	4.33 - 5.45 LATAH	5.45 - 9.89 LATAH	9.89 - 17.16 LATAH
COUNTY	2	2	2	2	2	2
HIGHWAY DISTRICT #	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TERRAIN TYPE	DENSE	DENSE	RURAL	DENSE	RURAL	RURAL
TYPE OF DEVELOPMENT	1.291	0.959	2.082	1.118	4.438	7.269
SECTION LENGTH	2	2	2	2	2	2
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	2	2	3	2	3	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	4,000	3,610	2,600	2,325	1,292	719
ADT (FUTURE) -- 20 YEAR	4,910	4,440	3,210	2,882	1,627	915
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995	1995	1995	1995	1991
SEAL COAT YEAR	1971	1971	1971	1971	1999	1999
S/N OR D	5.2	5.2	3.9	3.9	3.9	4.2
PERCENT TRUCKS--PEAK	5	6	8	9	1.6	20
V/C RATIO	0.36	0.33	0.24	0.22	0.12	0.07
CRACK/ROUGH/FINAL INDEX	4.8/3.4/4.2	4.8/3.4/4.3	4.8/3.6/4.3	4.8/3.7/4.4	4.8/3.7/4.3	4.0/3.4/3.8

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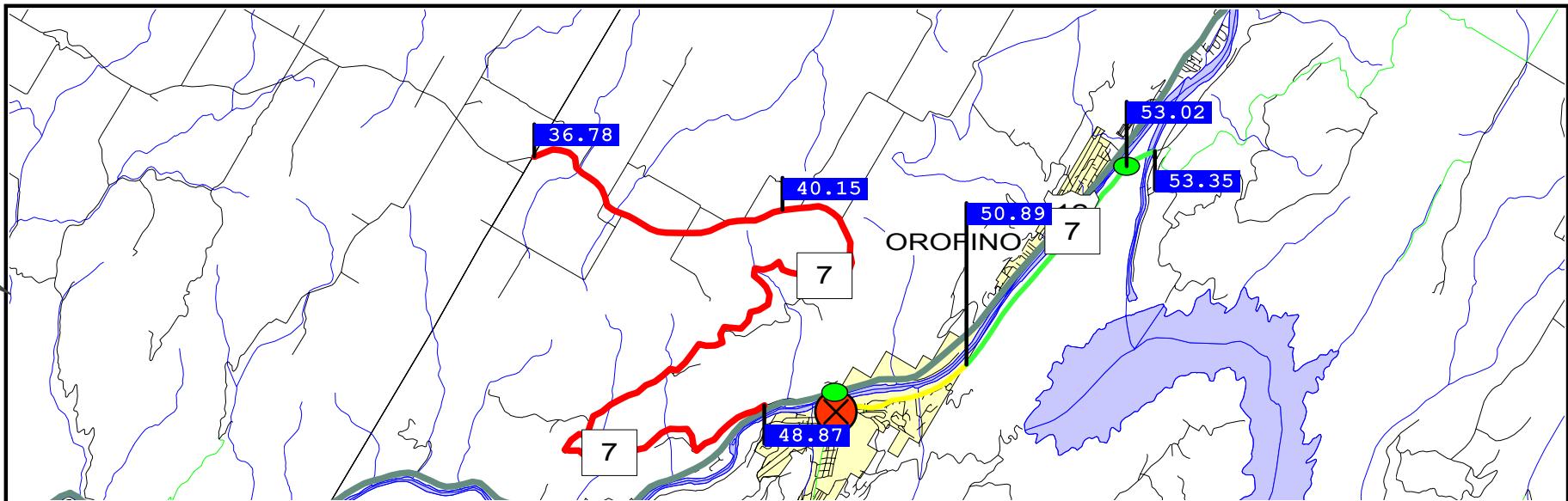


MILEPOSTS	17.16 - 20.29
COUNTY	LATAH
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.129
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	600
ADT (FUTURE) -- 20 YEAR	772
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	MINOR WIDENING
YEAR OF IMPROVEMENT	1999
SEAL COAT YEAR	1999
S/N OR D	2.6
PERCENT TRUCKS--PEAK	25
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	3.5/3.7/3.6

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$25,000
FOR CONSTRUCTION	\$1,058,000
TOTAL	\$1,083,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 9 2 0

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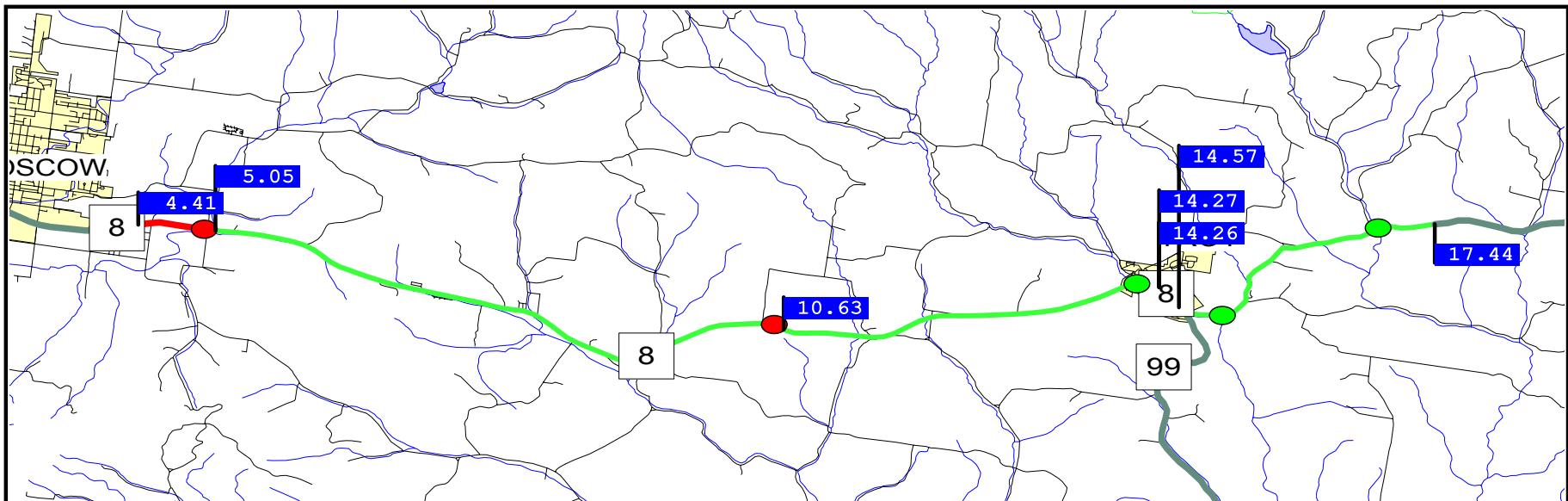
RURAL

MILEPOSTS	36.78 - 40.15	40.15 - 48.87	50.89 - 53.02	53.02 - 53.35
COUNTY	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.363	8.724	2.130	0.330
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	20	20	24	24
MATERIAL TYPE	SOIL, GRVL, STONE	SOIL, GRVL, STONE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	1	3	0
MATERIAL TYPE	EARTH	EARTH	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	114	172	1,600	1,600
ADT (FUTURE) -- 20 YEAR	118	178	1,652	1,652
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	0	2	2	1
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1928	1928	1997	1967
SEAL COAT YEAR	1999	1999	----	----
S/N OR D	NA	NA	4.4	3.8
PERCENT TRUCKS--PEAK	12	8	4	4
V/C RATIO	0.00	0.00	0.10	0.11
CRACK/ROUGH/FINAL INDEX	0.0/-/-	0.0/-/-	4.0/2.8/3.5	5.0/2.8/4.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	PAVEMNT-RECONST	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	SURFACE TYPE	SURFACE TYPE
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$81,000	\$227,000
FOR CONSTRUCTION	\$2,569,000	\$7,136,000
TOTAL	\$2,650,000	\$7,363,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



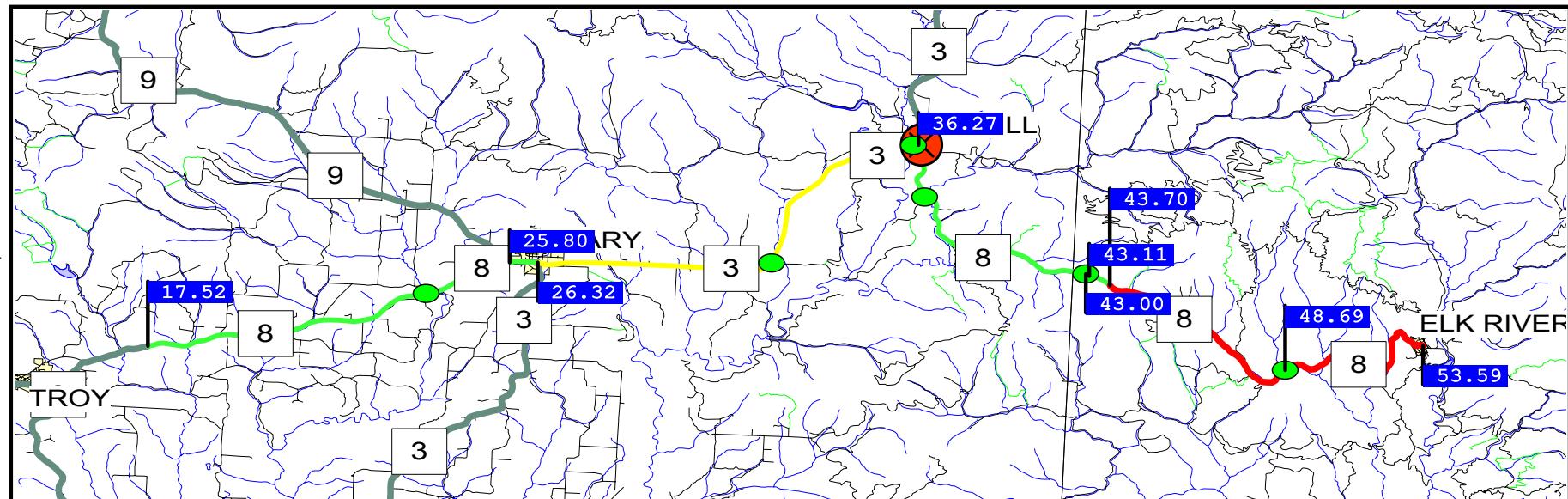
RURAL

MILEPOSTS	4.41 - 5.05	5.05 - 10.63	10.63 - 14.26	14.26 - 14.27	14.27 - 14.57	14.57 - 17.44
COUNTY	LATAH	LATAH	LATAH	LATAH	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	DENSE	RURAL
SECTION LENGTH	0.636	5.580	3.625	0.018	0.299	2.868
NUM OF LANES (EXISTING)	2	2	2	2	4	2
LANES	24	24	24	24	48	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	CURBED	COMBINATION
SHOULDER	2	3	3	5	0	6
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	5,174	4,100	3,496	3,800	3,621	2,087
ADT (FUTURE) -- 20 YEAR	6,326	5,003	4,266	4,637	4,418	2,547
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1983	1999	1989	1954	1954	1995
SEAL COAT YEAR	1990	1999	1984	1984	1984	1988
S/N OR D	3.3	4.3	3.7	2.5	2.5	3.9
PERCENT TRUCKS--PEAK	4	3	3	3	3	3
V/C RATIO	0.28	0.22	0.19	0.20	0.07	0.13
CRACK/ROUGH/FINAL INDEX	3.0/3.3/3.1	5.0/3.6/4.4	5.0/3.9/4.5	5.0/3.9/4.5	5.0/3.3/4.3	4.8/3.5/4.2

TYPE OF IMPROVEMENT RESURFACE WITH SHLD IMPROVMENT
 YEAR OF IMPROVEMENT 2007
 SYSTEM DEFICIENCY: PSR < RESRF-PSR
 SYSTEM DEFICIENCY: SHLD WIDTH-R
 COST OF IMPROVEMENT
 FOR ROW AND UTIL \$6,000
 FOR CONSTRUCTION \$182,000
 TOTAL \$188,000
 ACCESS CONTROL (FUTURE) NO CONTROL
 NUM OF LANES (DES.) 2

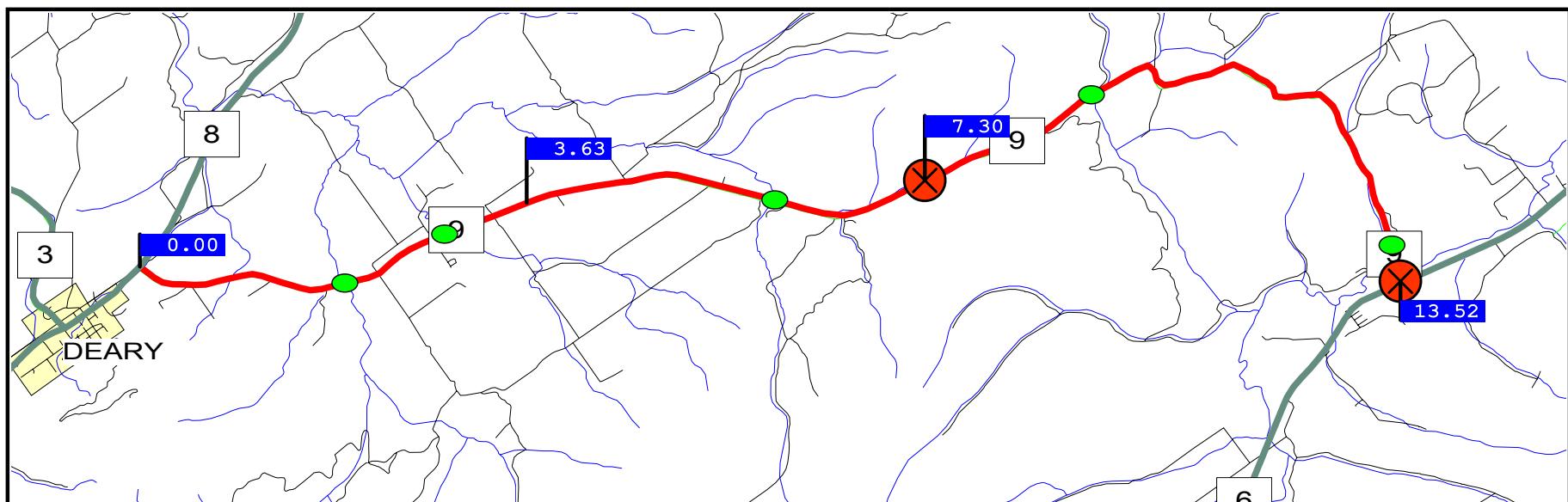
STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	10220	10225
FEATURES	S.FK.PALOUSE R	NPRR; NO TRACK
MILEPOST	4.98	10.59
SQUARE FOOTAGE	1044	6135
PROGRAMMED YEAR	2000	2003
SUFFICIENCY RATING	47.3	39.3
WEIGHT RESTRICTION	YES	NO
WIDTH RESTRICTION	NO	YES
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	FUNCT OBSOLETE	STRUC DEFICENT



	17.52 - 25.80 LATAH	25.80 - 26.32 LATAH	36.27 - 43.00 LATAH	43.11 - 43.70 CLEARWATER	43.70 - 48.69 CLEARWATER	48.69 - 53.59 CLEARWATER
COUNTY	LATAH	LATAH	LATAH	CLEARWATER	CLEARWATER	CLEARWATER
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.276	0.521	6.730	0.590	4.985	4.904
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	4	0	3	2	3	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,352	1,972	295	290	302	295
ADT (FUTURE) -- 20 YEAR	1,660	2,416	375	368	380	366
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995	1995	1995	1995	1970	1970
SEAL COAT YEAR	1988	1988	2002	2002	2002	2002
S/N OR D	4.6	4.6	4.7	4.1	3.3	3.3
PERCENT TRUCKS--PEAK	6	5	19	19	15	9
V/C RATIO	0.10	0.19	0.03	0.04	0.04	0.04
CRACK/ROUGH/FINAL INDEX	4.6/3.6/4.2	4.4/3.6/4.1	4.5/3.5/4.1	4.5/3.6/4.1	2.9/3.0/2.9	2.3/2.9/2.5

TYPE OF IMPROVEMENT	RESURFACE WITH ALIGNMNT IMPROV	RESURFACE
YEAR OF IMPROVEMENT	2010	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$100,000	\$0
FOR CONSTRUCTION	\$2,463,000	\$1,197,000
TOTAL	\$2,563,000	\$1,197,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



MILEPOSTS	0.00 - 3.63	3.63 - 7.30	7.30 - 13.52
COUNTY	LATAH	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	YES	YES
STRUCTURES	YES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	3.630	3.670	6.222
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	3	3	4
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	866	726	749
ADT (FUTURE) -- 20 YEAR	1,082	905	930
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1982	1984	1986
SEAL COAT YEAR	1994	1994	1994
S/N OR D	5.3	5.3	4.9
PERCENT TRUCKS--PEAK	13	12	10
V/C RATIO	0.08	0.07	0.09
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0	2.8/3.1/2.9	3.3/2.9/3.1

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH ALIGNMNT IMPROV
YEAR OF IMPROVEMENT	2010	2009	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	VERT ALIGNMENT
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$29,000	\$29,000	\$124,000
FOR CONSTRUCTION	\$893,000	\$903,000	\$3,074,000
TOTAL	\$922,000	\$932,000	\$3,198,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

RR CROSSING NUMBER

859367W 859361F

TOTAL THROUGH TRAINS

1 1

TOT SWITCHING TRAINS

0 0

SPEED RANGE

8 TO 20 5 TO 20

CROSSING SURFACE TYPE

ASPHALT ASPHALT

TYPES OF CONTROLS

FLASHING LIGHTS

0 0

GATES

0 0

SIGNS

2 2

REFLECT. XBUCKS

2 2

HWY TRAFFIC SIGNAL

0 0

WIGWAGS

0 0

BELLS

0 0

SPEED SELECTION

NOT APPLICABLE NOT APPLICABLE
R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT

CHANGE SURFACE CHANGE SURFACE

YEAR OF IMPROVEMENT

00 00

RR XING DEFICIENCY

SURFACE SURFACE

COST OF IMPROVEMENT

COST CONTROL

\$0 \$0

SURFACE

\$40,000 \$40,000

CIRCUITRY

\$0 \$0

TOTAL (EXCL ADMIN)

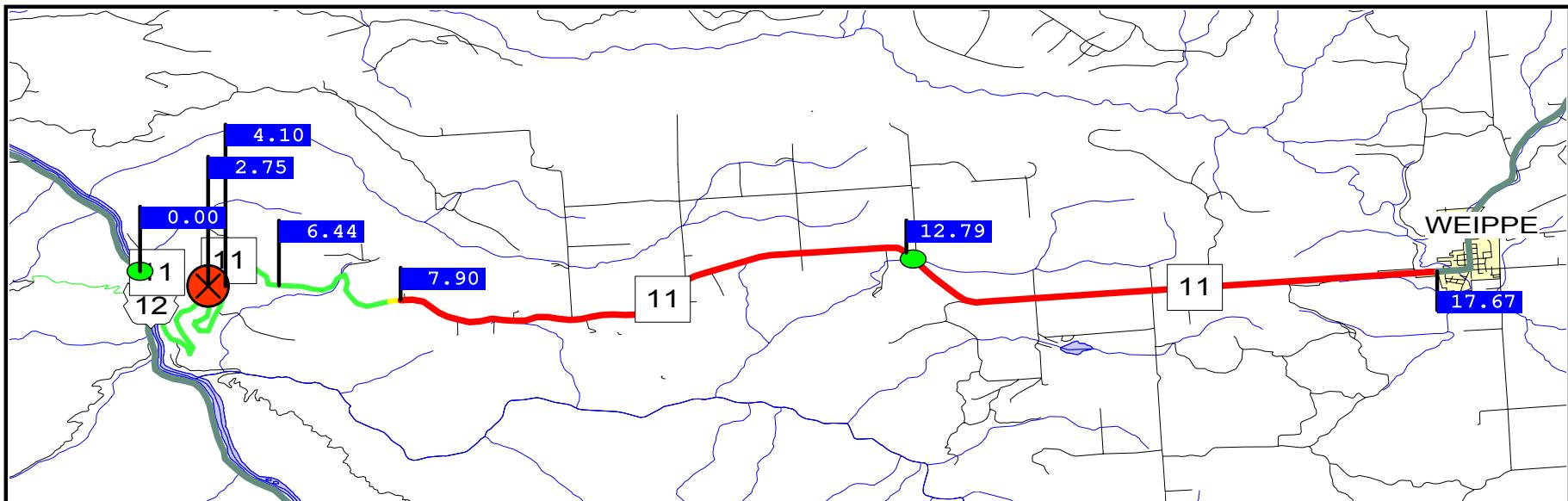
\$40,000 \$40,000

ADMINISTRATIVE

\$2,000 \$2,000

TOI CROSSING SURFACE

SECTION TIMBER SECTION TIMBER



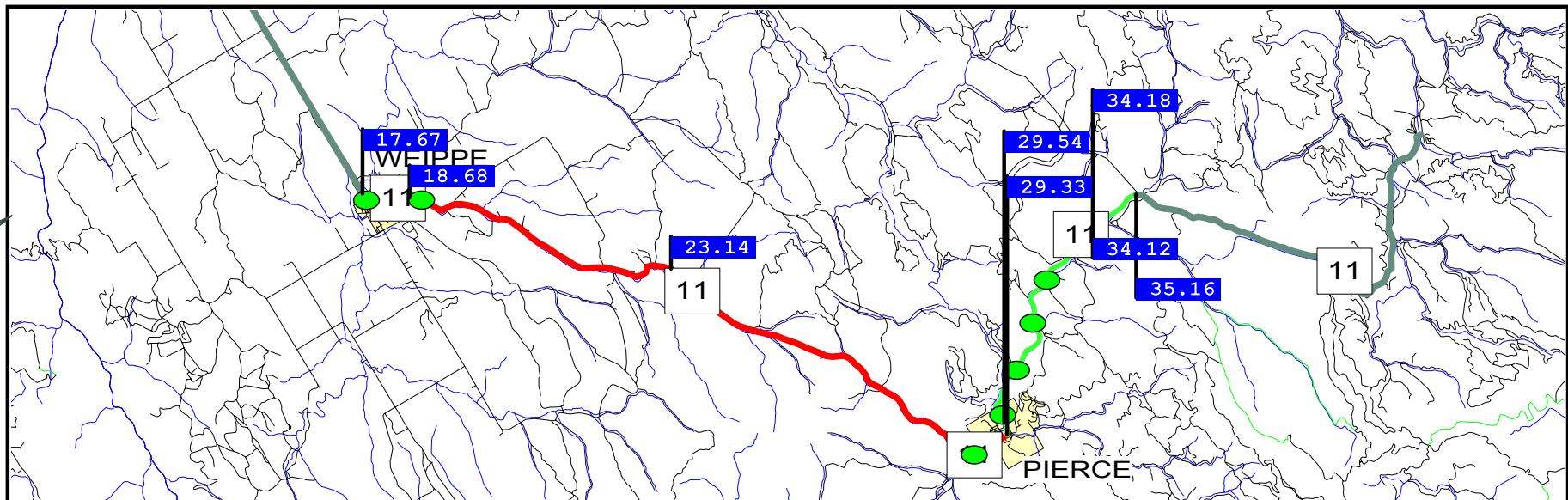
MILEPOSTS	0.00 - 2.75	2.75 - 4.10	4.10 - 6.44	6.44 - 7.90	7.90 - 12.79	12.79 - 17.67
COUNTY	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.750	1.350	2.344	1.456	4.894	4.873
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
SHOULDER	2	2	2	3	2	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,200	1,200	1,200	1,200	1,362	1,400
ADT (FUTURE) -- 20 YEAR	1,485	1,485	1,485	1,485	1,682	1,729
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	ONE LANE	PARTIAL LANE	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1989	1989	1989	1989	1975	1975
SEAL COAT YEAR	1962	1962	1962	1962	1999	1999
S/N OR D	3.2	3.2	3.2	4.2	2.1	2.1
PERCENT TRUCKS--PEAK	9	9	9	9	8	8
V/C RATIO	0.09	0.09	0.09	0.09	0.08	0.08
CRACK/ROUGH/FINAL INDEX	4.2/3.1/3.8	4.0/3.4/3.8	4.0/2.9/3.6	4.5/3.4/4.1	3.4/3.3/3.4	3.5/3.7/3.6

TYPE OF IMPROVEMENT		RESURF W/SHLDR	RESURFACE WITH
YEAR OF IMPROVEMENT		IMPROVE & ALIGN	SHLD IMPROVMENT
SYSTEM DEFICIENCY:		2008	2008
SYSTEM DEFICIENCY:		PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		HORIZ ALIGNMENT	SHLD WIDTH-R
COST OF IMPROVEMENT		SHLD WIDTH-R	
FOR ROW AND UTIL	\$147,000		\$39,000
FOR CONSTRUCTION	\$2,398,000		\$1,199,000
TOTAL	\$2,545,000		\$1,238,000
ACCESS CONTROL (FUTURE)	NO CONTROL		NO CONTROL
NUM OF LANES (DES.)	2		2

RR CROSSING NUMBER	863811G
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	2
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	3
MAST MOUNTED	2
OTHER LIGHTS	1
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

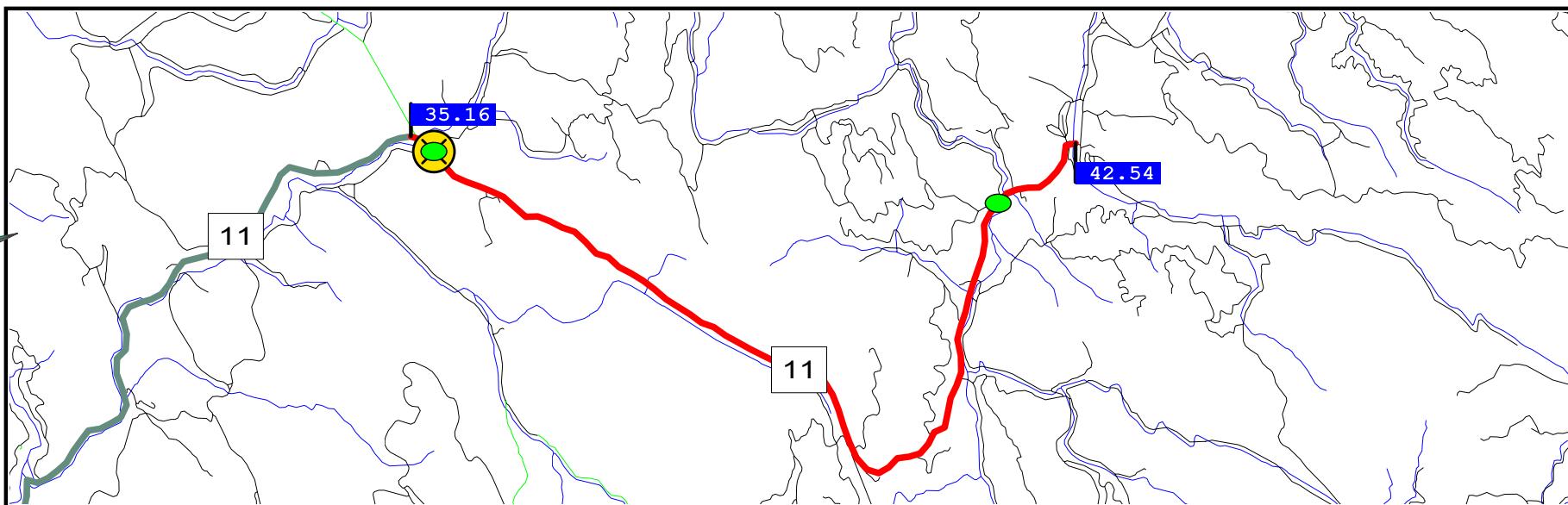


	17.67 - 18.68 CLEARWATER	18.68 - 23.14 CLEARWATER	23.14 - 29.33 CLEARWATER	29.33 - 29.54 CLEARWATER	29.54 - 34.12 CLEARWATER	34.18 - 35.16 CLEARWATER
COUNTY	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER	CLEARWATER
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.011	4.465	6.191	0.206	4.578	0.987
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	22	22	24	24	24
WIDTH	HIGH FLEXIBLE					
MATERIAL TYPE	EARTH	COMBINATION	COMBINATION	CURBED	COMBINATION	COMBINATION
SHOULDER	2	3	2	0	4	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	EARTH	COMBINATION	COMBINATION	CURBED	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,471	1,200	1,191	1,100	618	580
ADT (FUTURE) -- 20 YEAR	1,806	1,470	1,459	1,350	766	719
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	RESURFACE FLEX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1975	1995	1964	1999	1999	1999
SEAL COAT YEAR	2002	2002	1997	1988	1988	1988
S/N OR D	3.3	2.5	3.3	3.5	2.8	2.8
PERCENT TRUCKS--PEAK	5	5	5	5	9	10
V/C RATIO	0.09	0.08	0.09	0.07	0.06	0.06
CRACK/ROUGH/FINAL INDEX	3.3/3.2/3.3	4.5/3.5/4.1	1.4/3.1/2.1	5.0/3.2/4.3	5.0/3.4/4.3	5.0/3.6/4.4

HIGHWAY IMPROVEMENT #1

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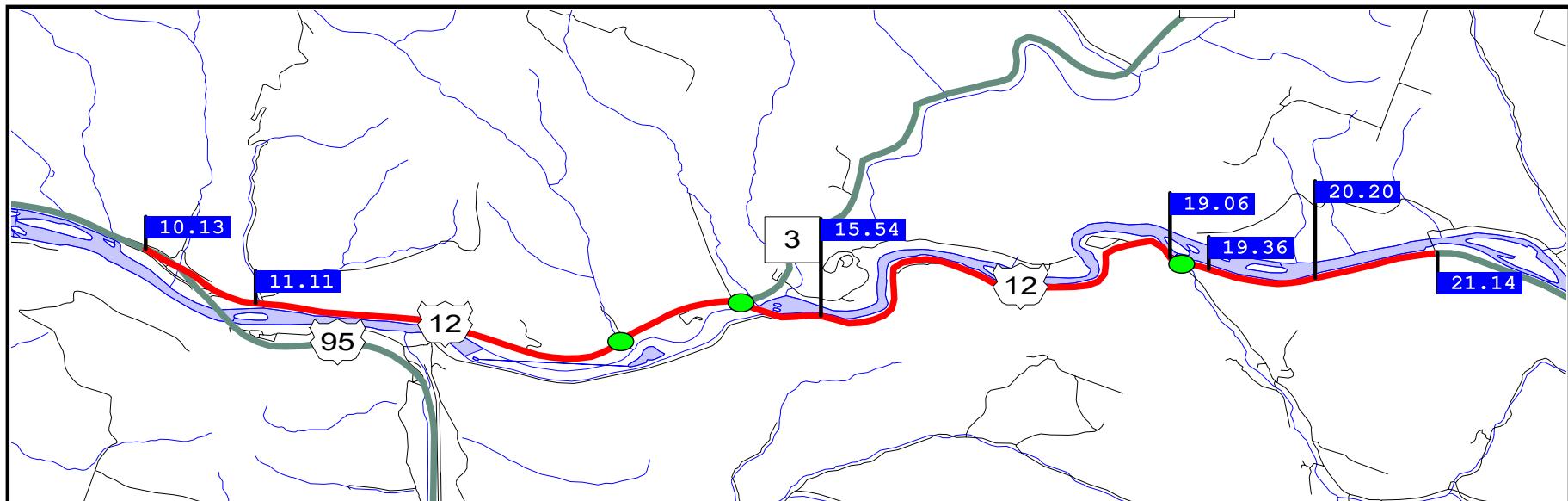
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RECONST WIDER	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2012	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	LANE WIDTH	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$8,000	\$357,000	\$198,000
FOR CONSTRUCTION	\$249,000	\$3,635,000	\$3,715,000
TOTAL	\$257,000	\$3,992,000	\$3,913,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2



RURAL

MILEPOSTS	35.16 - 42.54
COUNTY	CLEARWATER
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	7.376
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	22
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	1
MATERIAL TYPE	STABILIZED
MEDIAN WIDTH	--
ADT (CURRENT)	484
ADT (FUTURE) -- 20 YEAR	502
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	3
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1957
SEAL COAT YEAR	1999
S/N OR D	1.7
PERCENT TRUCKS--PEAK	12
V/C RATIO	0.06
CRACK/ROUGH/FINAL INDEX	1.5/2.7/1.9

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$221,000
FOR CONSTRUCTION	\$3,614,000
TOTAL	\$3,835,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

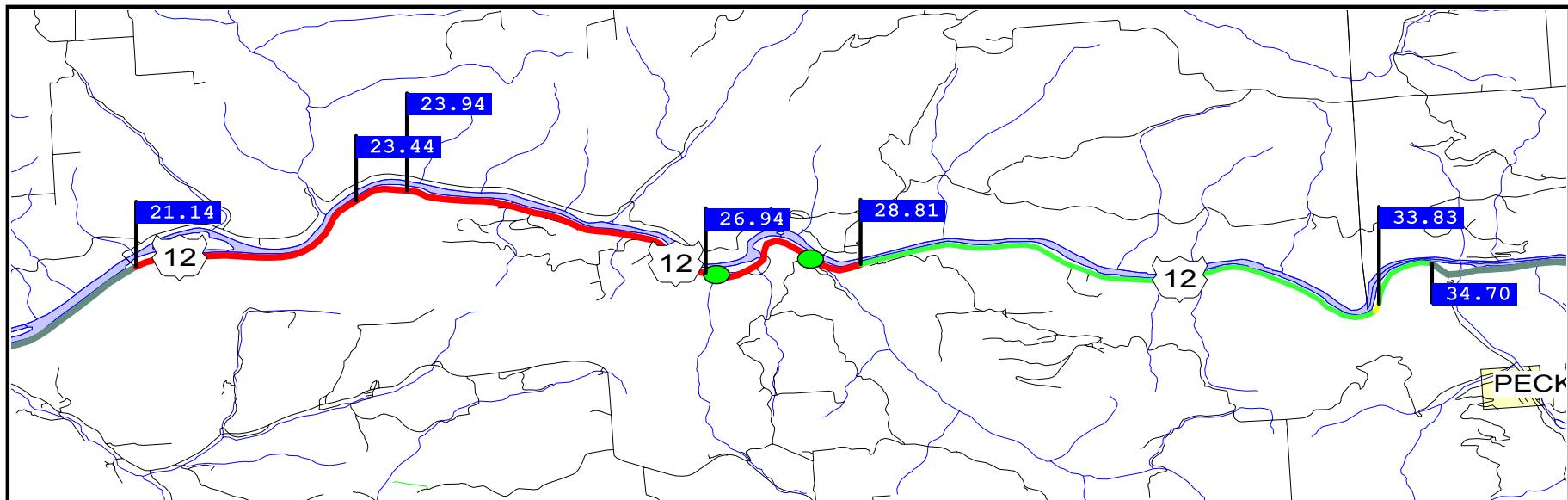


	10.13 - 11.11 NEZ PERCE	11.11 - 15.54 NEZ PERCE	15.54 - 19.06 NEZ PERCE	19.06 - 19.36 NEZ PERCE	19.36 - 20.20 NEZ PERCE	20.20 - 21.14 NEZ PERCE
COUNTY	2	2	2	2	2	2
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.977	4.434	3.519	0.300	0.840	0.940
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	8	8	3	2	1	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	4,255	5,433	4,300	4,132	3,800	3,800
ADT (FUTURE) -- 20 YEAR	6,200	7,994	6,327	6,092	5,613	5,613
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	NO	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RUT FILLING & SS	RUT FILLING & SS	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1999	1984	1984	1984	1984
SEAL COAT YEAR	1983	1997	1997	1997	1997	1997
S/N OR D	2.8	2.8	3.3	3.3	3.3	3.3
PERCENT TRUCKS--PEAK	7	10	10	11	11	11
V/C RATIO	0.22	0.33	0.33	0.33	0.31	0.30
CRACK/ROUGH/FINAL INDEX	3.3/3.2/3.3	2.5/3.4/2.9	3.5/3.1/3.3	3.5/3.2/3.4	3.5/3.4/3.5	3.5/3.2/3.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2006	2004	2008	2008	2009	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R			
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$42,000	\$4,000	\$10,000	\$11,000
FOR CONSTRUCTION	\$154,000	\$727,000	\$1,527,000	\$130,000	\$365,000	\$408,000
TOTAL	\$154,000	\$727,000	\$1,569,000	\$134,000	\$375,000	\$419,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2	2	2



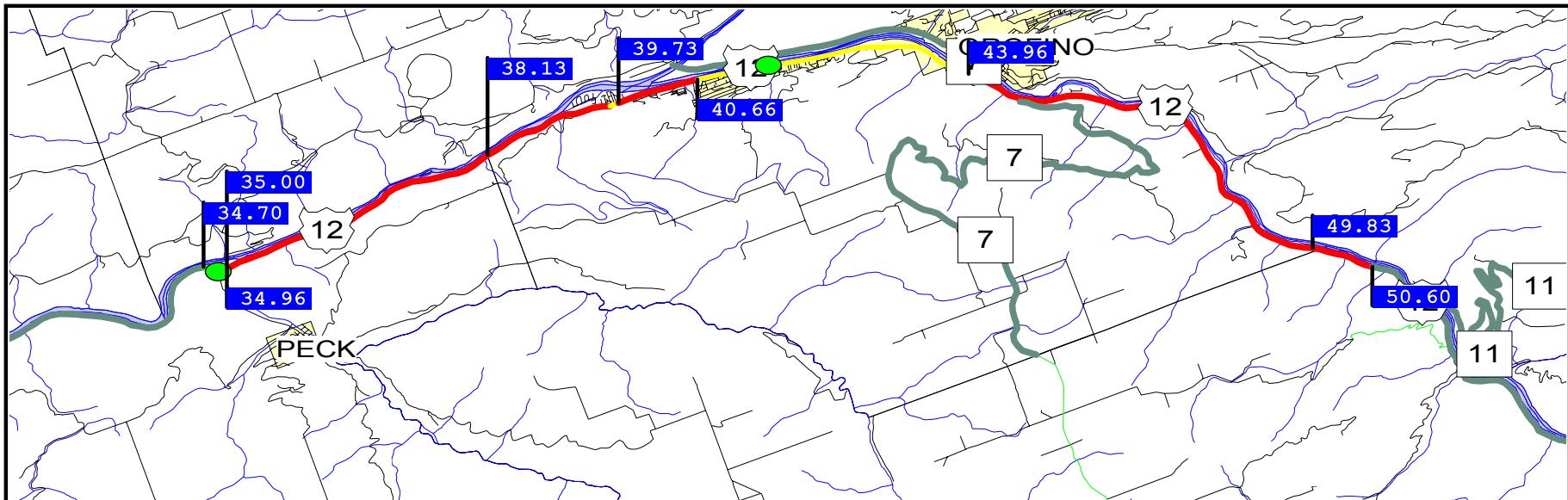
RURAL

	21.14 - 23.44 NEZ PERCE	23.44 - 23.94 NEZ PERCE	23.94 - 26.94 NEZ PERCE	26.94 - 28.80 NEZ PERCE	28.81 - 33.83 NEZ PERCE	33.83 - 34.70 NEZ PERCE
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.300	0.500	2.998	1.867	5.025	0.870
NUM OF LANES (EXISTING)	2	3	2	2	2	2
LANES	24	36	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
SHOULDER	2	2	1	8	4	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,600	3,600	3,600	3,616	3,527	3,500
ADT (FUTURE) -- 20 YEAR	5,308	5,308	5,308	5,331	5,169	5,130
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	ONE LANE	TWO LANES	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1984	1984	1984	1997	1997	1984
SEAL COAT YEAR	1997	1997	1997	1997	1994	1994
S/N OR D	3.3	3.3	3.3	3.3	5.6	4.5
PERCENT TRUCKS--PEAK	11	11	11	11	9	9
V/C RATIO	0.29	0.19	0.29	0.27	0.27	0.27
CRACK/ROUGH/FINAL INDEX	3.8/3.4/3.6	4.0/3.3/3.7	3.2/3.4/3.3	4.5/3.2/3.9	4.5/3.4/4.0	4.5/3.6/4.1

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2010	2011	2007	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$28,000	\$9,000	\$36,000	\$0
FOR CONSTRUCTION	\$998,000	\$326,000	\$1,301,000	\$485,000
TOTAL	\$1,026,000	\$335,000	\$1,337,000	\$485,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	3	2	2

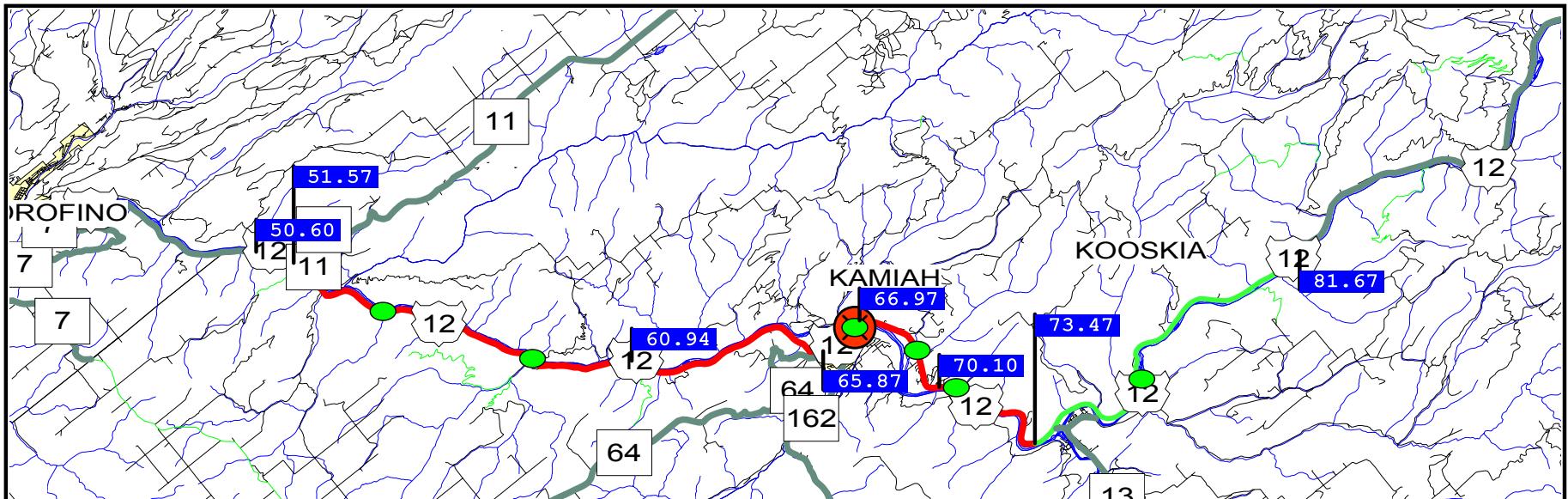


	34.70 - 34.96 NEZ PERCE	35.00 - 38.13 NEZ PERCE	38.13 - 39.73 CLEARWATER	39.73 - 40.66 CLEARWATER	43.96 - 49.83 CLEARWATER	49.83 - 50.60 LEWIS
COUNTY	NEZ PERCE	NEZ PERCE	CLEARWATER	CLEARWATER	CLEARWATER	LEWIS
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.259	3.129	1.597	0.933	5.863	0.774
NUM OF LANES (EXISTING)	3	2	2	4	2	2
LANES						
WIDTH	36	24	24	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	1	8	0	3	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,509	3,900	4,149	4,273	3,239	3,200
ADT (FUTURE) -- 20 YEAR	5,143	5,705	6,057	6,238	4,804	4,746
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	TWO LANES	TWO LANES	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1984	1984	1968	1968	1987	1947
SEAL COAT YEAR	1995	2002	2002	2002	2002	1996
S/N OR D	4.5	4.5	2.4	3.6	4.0	2.2
PERCENT TRUCKS--PEAK	9	8	8	8	13	13
V/C RATIO	0.17	0.32	0.31	0.10	0.25	0.24
CRACK/ROUGH/FINAL INDEX	4.2/3.0/3.6	3.3/3.2/3.3	3.0/3.3/3.1	3.0/3.4/3.2	3.5/3.5/3.5	4.0/3.5/3.8

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2009	2005	2007	2010	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R			SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$38,000	\$0	\$0	\$70,000	\$9,000
FOR CONSTRUCTION	\$1,358,000	\$415,000	\$485,000	\$2,545,000	\$336,000
TOTAL	\$1,396,000	\$415,000	\$485,000	\$2,615,000	\$345,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	4	2	2

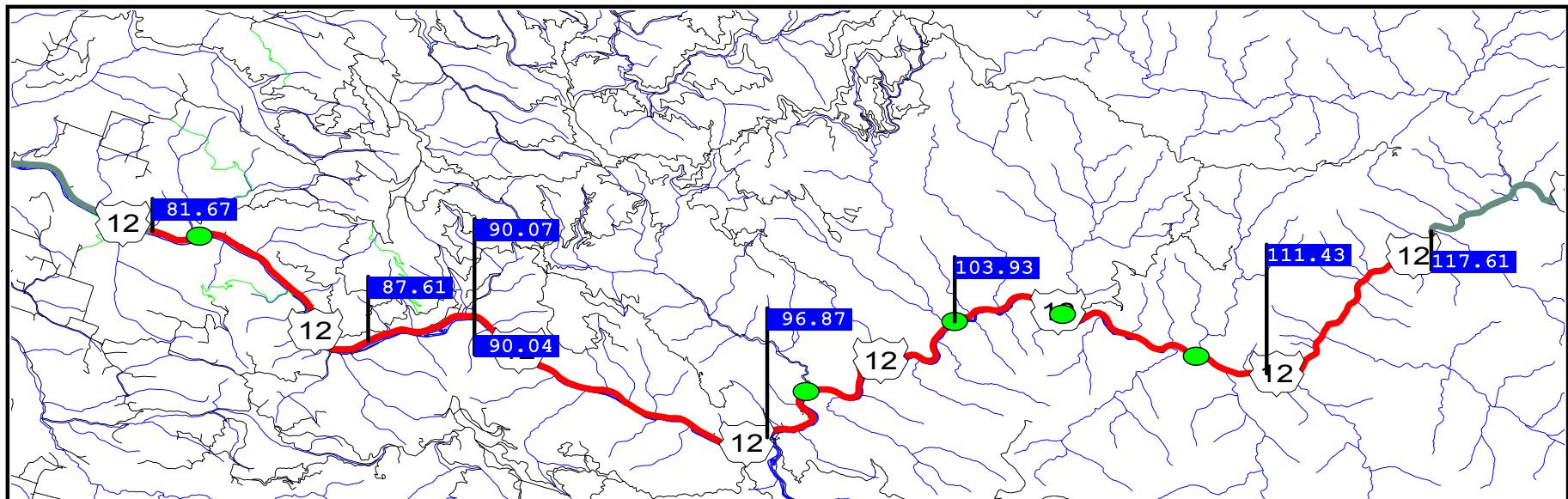


	50.60 - 51.57 LEWIS	51.57 - 60.94 LEWIS	60.94 - 65.87 LEWIS	66.97 - 70.10 IDAHO	70.10 - 73.47 IDAHO	73.47 - 81.67 IDAHO
COUNTY	LEWIS	LEWIS	LEWIS	IDAHO	IDAHO	IDAHO
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.968	9.374	4.929	3.125	3.372	8.201
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	2	1	1	2	3	1
WIDTH	BITUMINOUS	STABILIZED	STABILIZED	COMBINATION	COMBINATION	BITUMINOUS
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	3,200	2,120	2,100	3,349	3,000	1,484
ADT (CURRENT)	4,746	3,138	3,102	4,899	4,397	2,205
ADT (FUTURE) -- 20 YEAR	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	ONE LANE	PARTIAL LANE	PARTIAL LANE	TWO LANES	TWO LANES	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1983	1978	1978	1952	1952	1980
SEAL COAT YEAR	1996	1972	1996	1996	2002	2002
S/N OR D	2.8	1.6	1.6	2.1	2.1	3.5
PERCENT TRUCKS--PEAK	13	12	12	8	9	13
V/C RATIO	0.25	0.19	0.18	0.27	0.25	0.13
CRACK/ROUGH/FINAL INDEX	4.5/3.3/3.9	2.9/3.2/3.0	3.0/3.2/3.1	2.0/2.9/2.4	5.0/3.7/4.4	5.0/3.9/4.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2010	2005	2005	2003	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$12,000	\$112,000	\$59,000	\$38,000	\$40,000
FOR CONSTRUCTION	\$420,000	\$4,068,000	\$2,139,000	\$1,356,000	\$1,463,000
TOTAL	\$432,000	\$4,180,000	\$2,198,000	\$1,394,000	\$1,503,000
ACCESS CONTROL (FUTURE)	NO CONTROL				
NUM OF LANES (DES.)	2	2	2	2	2

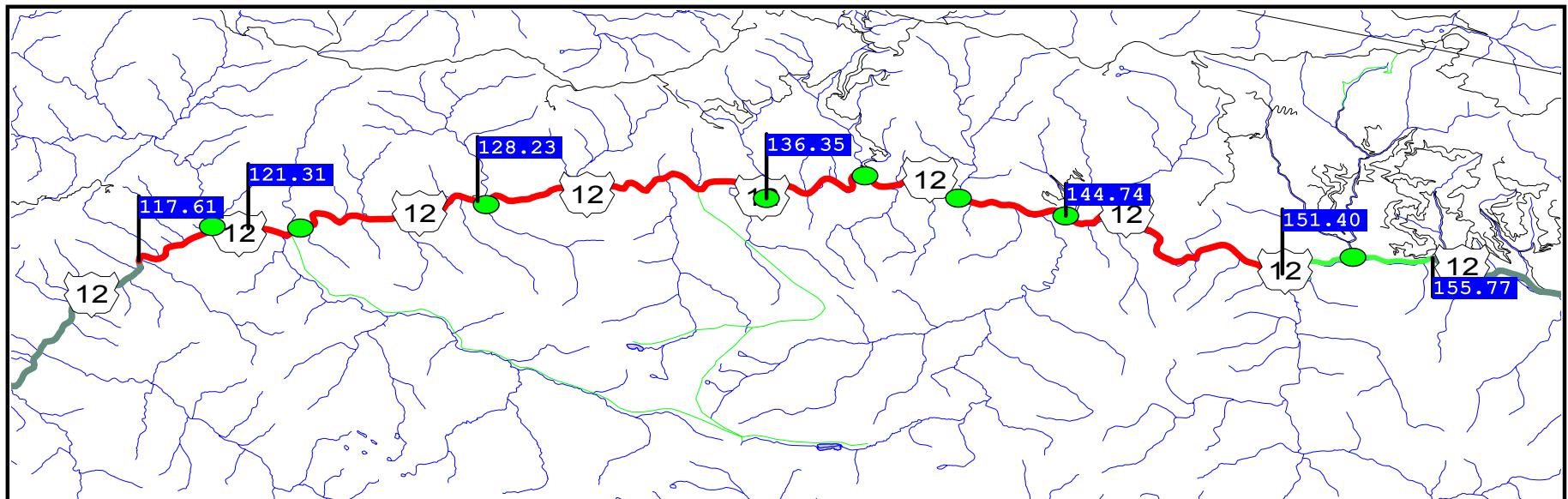


	81.67 - 87.60 IDAHO	87.61 - 90.04 IDAHO	90.07 - 96.87 IDAHO	96.87 - 103.93 IDAHO	103.93 - 111.43 IDAHO	111.43 - 117.61 IDAHO
COUNTY	2 IDAHO	2 IDAHO	2 IDAHO	2 IDAHO	2 IDAHO	2 IDAHO
HIGHWAY DISTRICT #	OTHER PRIN ART 2	OTHER PRIN ART 2	OTHER PRIN ART 2	OTHER PRIN ART 2	OTHER PRIN ART 2	OTHER PRIN ART 2
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	YES	NO
STRUCTURES						
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.932	2.435	6.804	7.062	7.501	6.177
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	1	1	1	1	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABILIZED	STABILIZED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	760	741	640	757	760	760
ADT (FUTURE) -- 20 YEAR	1,145	1,116	974	1,147	1,149	1,149
ACCESS CONTROL (CURRENT)	NO CONTROL TWO LANES	NO CONTROL ONE LANE	NO CONTROL ONE LANE	NO CONTROL PARTIAL LANE	NO CONTROL PARTIAL LANE	NO CONTROL PARTIAL LANE
WIDENING FEASIBLE?						
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1980	1977	1977	1977	1977	1969
SEAL COAT YEAR	1994	1994	1994	1994	1998	1998
S/N OR D	4.3	1.6	1.6	2.0	2.7	2.7
PERCENT TRUCKS--PEAK	18	18	21	19	19	19
V/C RATIO	0.07	0.07	0.06	0.10	0.10	0.10
CRACK/ROUGH/FINAL INDEX	3.5/3.2/3.4	3.5/3.0/3.3	2.5/2.9/2.7	2.4/2.8/2.6	2.6/2.9/2.7	2.9/3.5/3.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT					
YEAR OF IMPROVEMENT	2010	2007	2004	2003	2004	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR					
SYSTEM DEFICIENCY:	SHLD WIDTH-R					
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$71,000	\$29,000	\$82,000	\$85,000	\$90,000	\$74,000
FOR CONSTRUCTION	\$2,574,000	\$1,057,000	\$2,953,000	\$3,065,000	\$3,255,000	\$2,681,000
TOTAL	\$2,645,000	\$1,086,000	\$3,035,000	\$3,150,000	\$3,345,000	\$2,755,000
ACCESS CONTROL(FUTURE)	NO CONTROL					
NUM OF LANES(DES.)	2	2	2	2	2	2



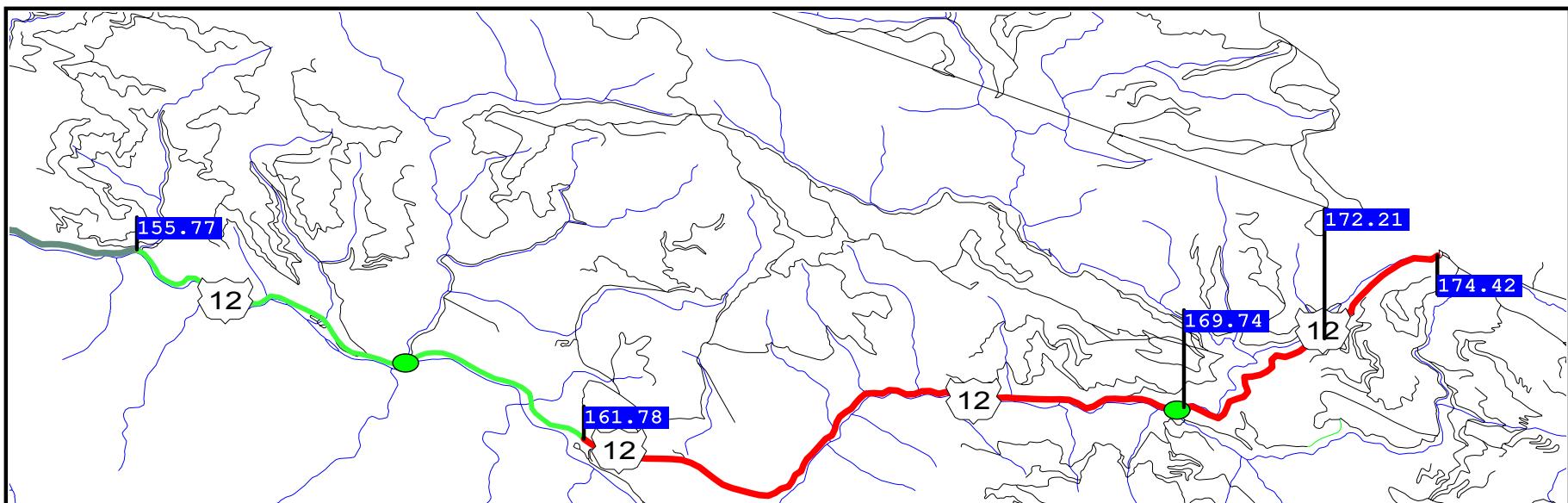
RURAL

MILEPOSTS	117.61 - 121.31	121.31 - 128.23	128.23 - 136.35	136.35 - 144.74	144.74 - 151.40	151.40 - 155.77
COUNTY	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.697	6.923	8.116	8.399	6.655	4.375
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABILIZED
SHOULDER	2	2	1	2	1	1
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABILIZED
MEDIAN WIDTH	760	760	760	760	760	760
ADT (CURRENT)	760	760	760	760	760	760
ADT (FUTURE) -- 20 YEAR	1,149	1,149	1,149	1,149	1,149	1,149
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	ONE LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.
YEAR OF IMPROVEMENT	1969	1963	1995	1995	1995	2001
SEAL COAT YEAR	1992	2002	2002	2002	2002	1994
S/N OR D	2.7	2.5	5.7	7.0	5.7	2.9
PERCENT TRUCKS--PEAK	19	19	19	19	19	19
V/C RATIO	0.10	0.10	0.10	0.10	0.10	0.10
CRACK/ROUGH/FINAL INDEX	2.4/3.8/3.1	5.0/3.4/4.2	3.5/3.1/3.3	3.5/3.1/3.3	3.0/3.0/3.0	5.0/3.3/4.2

HIGHWAY IMPROVEMENT #1

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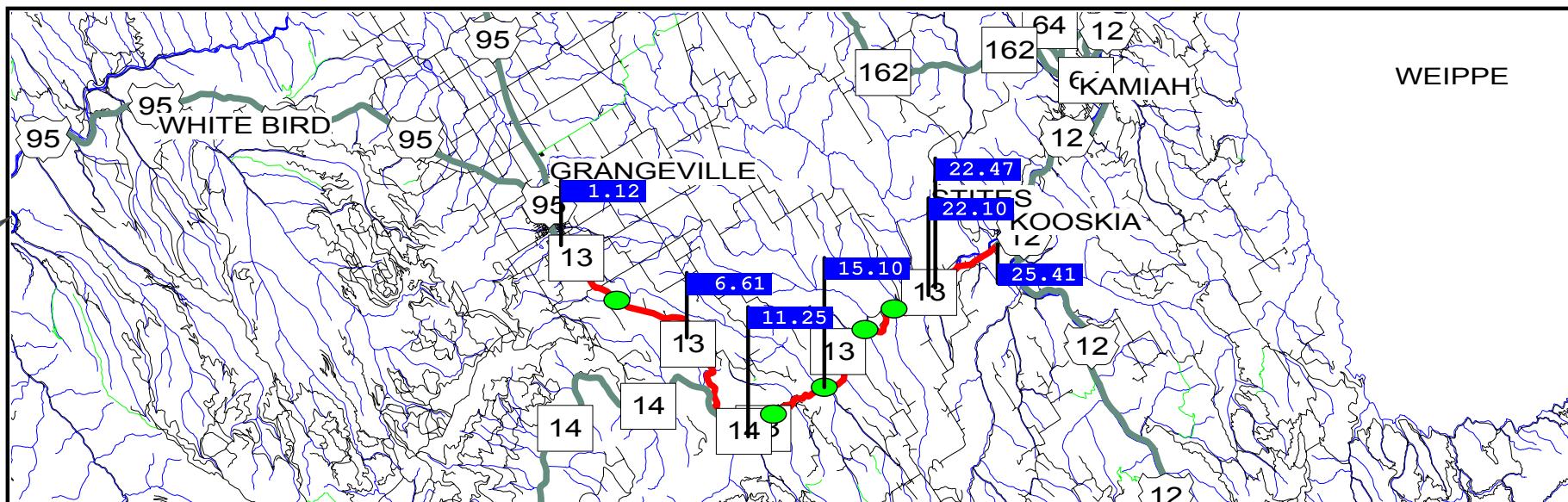
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2003	2012	2011	2010	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$44,000	\$83,000	\$97,000	\$101,000	\$80,000
FOR CONSTRUCTION	\$1,604,000	\$3,005,000	\$3,522,000	\$3,645,000	\$2,888,000
TOTAL	\$1,648,000	\$3,088,000	\$3,619,000	\$3,746,000	\$2,968,000
ACCESS CONTROL (FUTURE)	NO CONTROL				
NUM OF LANES (DES.)	2	2	2	2	2



RURAL

	155.77 - 161.78	161.78 - 169.74	169.74 - 172.21	172.21 - 174.42
COUNTY	IDaho	IDaho	IDaho	IDaho
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.005	7.960	2.470	2.205
NUM OF LANES (EXISTING)	2	2	3	2
LANES				
WIDTH	24	24	36	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	2	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	760	754	720	723
ADT (FUTURE) -- 20 YEAR	1,149	1,140	1,093	1,098
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	ONE LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	2001	2001	2001	2001
SEAL COAT YEAR	1994	1994	2002	1994
S/N OR D	3.7	2.5	2.5	2.5
PERCENT TRUCKS--PEAK	19	20	20	20
V/C RATIO	0.10	0.10	0.06	0.09
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	5.0/3.3/4.2	5.0/3.4/4.2	5.0/3.3/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2012
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$96,000	\$44,000	\$26,000
FOR CONSTRUCTION	\$3,455,000	\$1,608,000	\$957,000
TOTAL	\$3,551,000	\$1,652,000	\$983,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	3	2



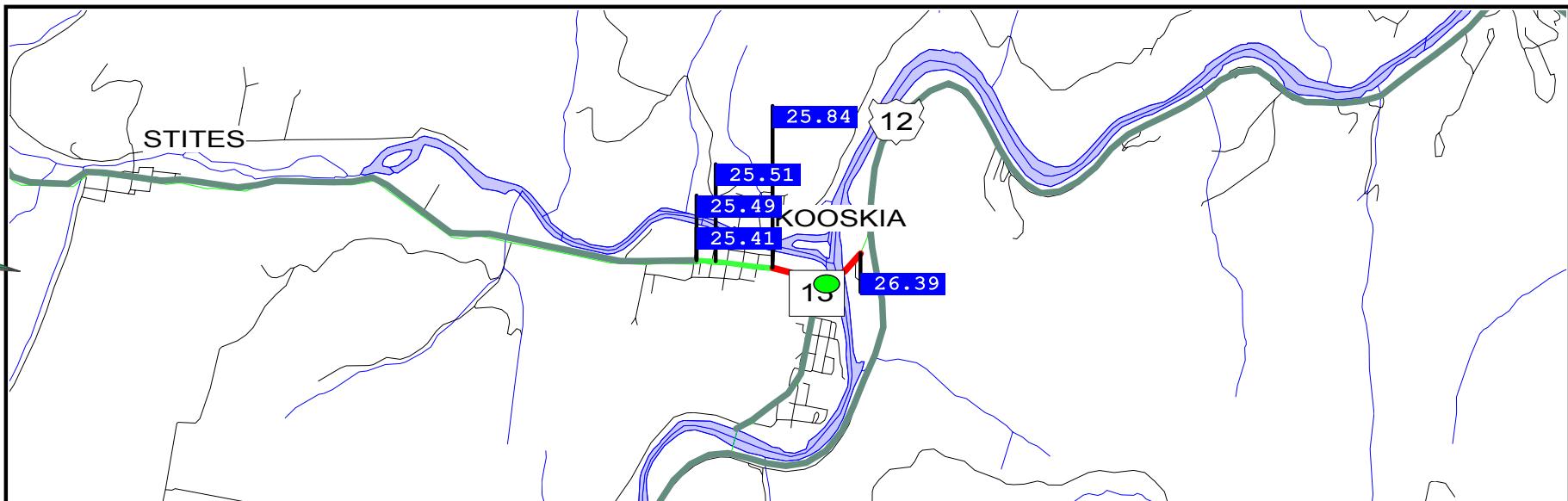
RURAL

	1.12 - 6.61	6.61 - 11.25	11.25 - 15.10	15.10 - 22.10	22.10 - 22.47	22.47 - 25.41
COUNTY	IDaho	IDaho	IDaho	IDaho	IDaho	IDaho
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	DENSE	RURAL
SECTION LENGTH	5.485	4.644	3.853	6.994	0.377	2.933
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	22	24	24	24	24	24
WIDTH	MIXED BITUMINOUS	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS
MATERIAL TYPE	COMBINATION	BITUMINOUS	STABILIZED	COMBINATION	BITUMINOUS	COMBINATION
SHOULDER	2	3	1	2	12	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	STABILIZED	COMBINATION	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,080	989	1,049	910	1,985	2,808
ADT (FUTURE) -- 20 YEAR	1,446	1,324	1,405	1,228	2,647	3,730
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	NO	ONE LANE	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1949	1994	1954	1954	1954	1954
SEAL COAT YEAR	2002	1999	1999	1999	1999	2002
S/N OR D	2.0	3.7	1.7	1.7	1.7	1.7
PERCENT TRUCKS--PEAK	7	7	7	11	5	4
V/C RATIO	0.08	0.09	0.10	0.09	0.11	0.16
CRACK/ROUGH/FINAL INDEX	2.6/2.7/2.6	3.7/3.1/3.4	1.8/2.9/2.3	1.4/2.7/1.9	1.5/2.4/1.9	1.5/2.8/2.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RECONST WIDER	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	PAVEMENT RECONS W/ALIGN IMPROVE	RESURFACE	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2014	2003	2003	2003	2003
SYSTEM DEFICIENCY:	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT	PSR < RECON-PSR	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	VERT ALIGNMENT		SHLD WIDTH-R	HORIZ ALIGNMENT		SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R					
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$483,000	\$46,000	\$185,000	\$574,000	\$0	\$82,000
FOR CONSTRUCTION	\$5,408,000	\$1,839,000	\$2,766,000	\$8,770,000	\$54,000	\$1,326,000
TOTAL	\$5,891,000	\$1,885,000	\$2,951,000	\$9,344,000	\$54,000	\$1,408,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2



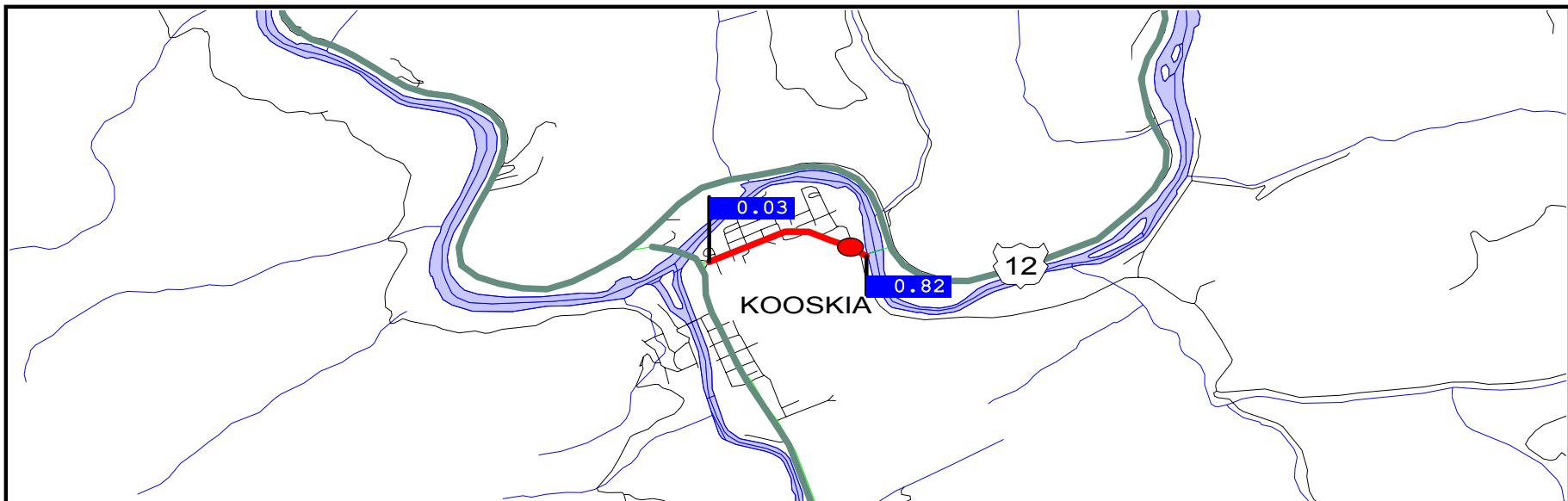
RURAL

MILEPOSTS	25.41 - 25.49	25.49 - 25.51	25.51 - 25.84	25.84 - 26.39
COUNTY	IDAHO	IDAHO	IDAHO	IDAHO
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	DENSE	DENSE	RURAL
SECTION LENGTH	0.087	0.019	0.328	0.550
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER				
WIDTH	0	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	3,113	3,217	3,850	3,236
ADT (FUTURE) -- 20 YEAR	4,135	4,273	5,104	4,316
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000	2000	2000	1954
SEAL COAT YEAR	2002	2002	2002	2002
S/N OR D	2.7	3.8	3.8	1.7
PERCENT TRUCKS--PEAK	3	3	3	5
V/C RATIO	0.18	0.18	0.22	0.19
CRACK/ROUGH/FINAL INDEX	5.0/2.8/4.1	5.0/2.4/3.9	5.0/2.3/3.9	4.5/2.5/3.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$79,000
TOTAL	\$79,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



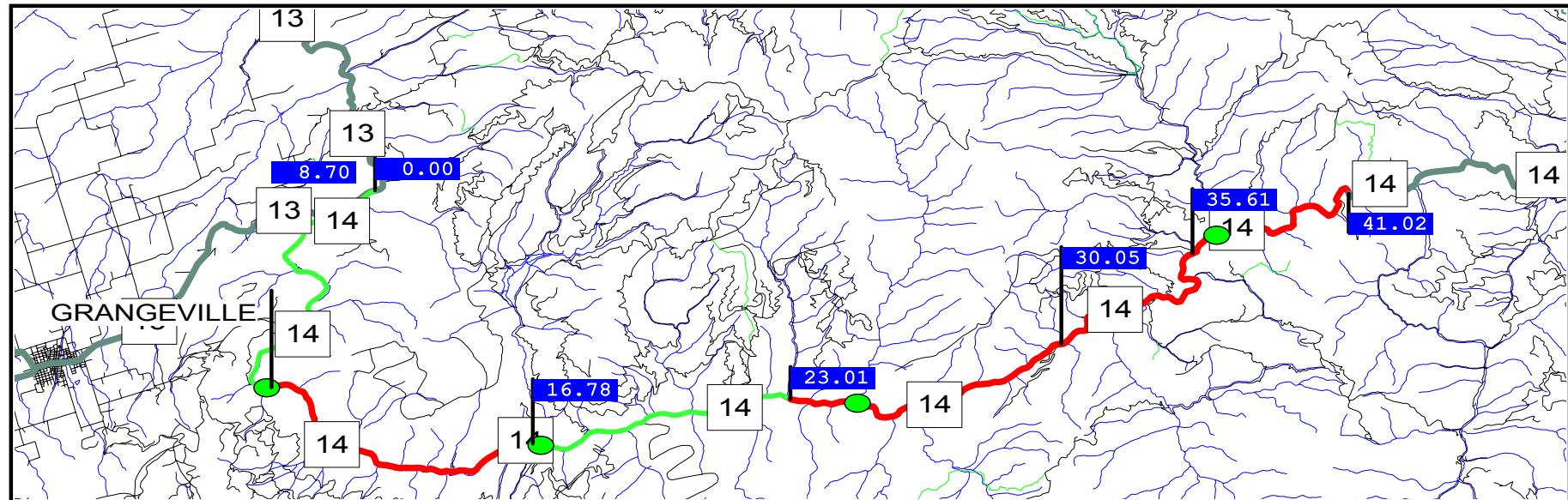
MILEPOSTS 0.03 - 0.82
COUNTY IDAHO
HIGHWAY DISTRICT # 2
FUNCTIONAL CLASS MAJOR COLLECTOR
FEDERAL AID SYSTEM NON-NHS
RR-XINGS NO
STRUCTURES YES
TERRAIN TYPE RURAL-ROLLING
TYPE OF DEVELOPMENT RURAL
SECTION LENGTH 0.794
NUM OF LANES (EXISTING) 2

LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
SHOULDER
 WIDTH 1
 MATERIAL TYPE EARTH
MEDIAN WIDTH --
ADT (CURRENT) 1,660
ADT (FUTURE) -- 20 YEAR 2,188
ACCESS CONTROL (CURRENT) NO CONTROL
WIDENING FEASIBLE? NO
AVE. 5 YR. ACC. NOS. .
PAVEMENT IMPROVEMENT NW CONS/RCN FLX
 YEAR OF IMPROVEMENT 1928
 SEAL COAT YEAR 2002
S/N OR D 1.8
PERCENT TRUCKS--PEAK 11
V/C RATIO 0.11
CRACK/ROUGH/FINAL INDEX 4.8/2.9/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$195,000
TOTAL	\$201,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

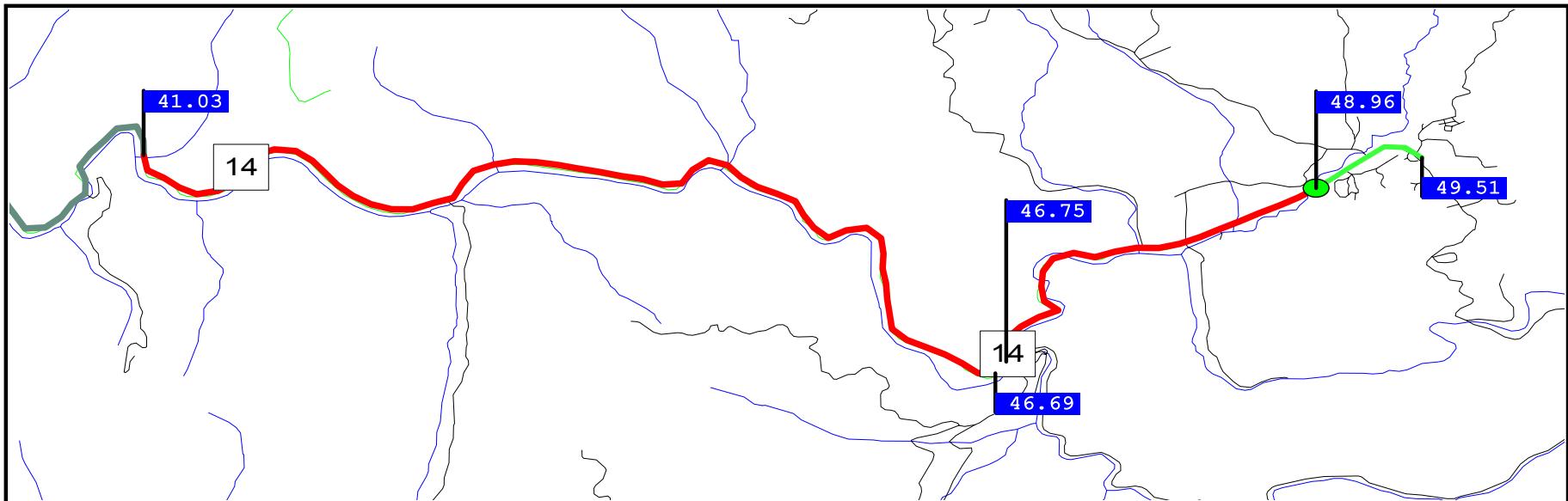
BRIDGE KEY	10560
FEATURES	M.F.CLWATER R.
MILEPOST	0.70
SQUARE FOOTAGE	7847
PROGRAMMED YEAR	
SUFFICIENCY RATING	5.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



RURAL

	0.00 - 8.70	8.70 - 16.78	16.78 - 23.01	23.01 - 30.05	30.05 - 35.61	35.61 - 41.02
COUNTY	IDaho	IDaho	IDaho	IDaho	IDaho	IDaho
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	NO	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.700	8.082	6.233	7.037	5.555	5.418
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	22	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	EARTH	BITUMINOUS	STABILIZED	BITUMINOUS	BITUMINOUS
SHOULDER	1	1	2	1	1	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	EARTH	BITUMINOUS	STABILIZED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	.	.	.	.	.	.
ADT (CURRENT)	195	560	534	620	620	589
ADT (FUTURE) -- 20 YEAR	236	678	646	751	751	713
ACCESS CONTROL (CURRENT)	NO CONTROL ONE LANE	NO CONTROL PARTIAL LANE	NO CONTROL PARTIAL LANE	NO CONTROL PARTIAL LANE	NO CONTROL PARTIAL LANE	NO CONTROL ONE LANE
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994	1975	1997	1963	1982	1982
SEAL COAT YEAR	1975	1991	1997	1997	1996	1996
S/N OR D	4.2	2.0	2.7	2.2	3.4	2.9
PERCENT TRUCKS--PEAK	25	9	9	8	8	8
V/C RATIO	0.01	0.07	0.07	0.08	0.08	0.07
CRACK/ROUGH/FINAL INDEX	4.5/3.6/4.1	2.6/2.6/2.6	4.8/3.1/4.1	2.5/2.8/2.6	3.0/3.4/3.2	3.3/3.3/3.3

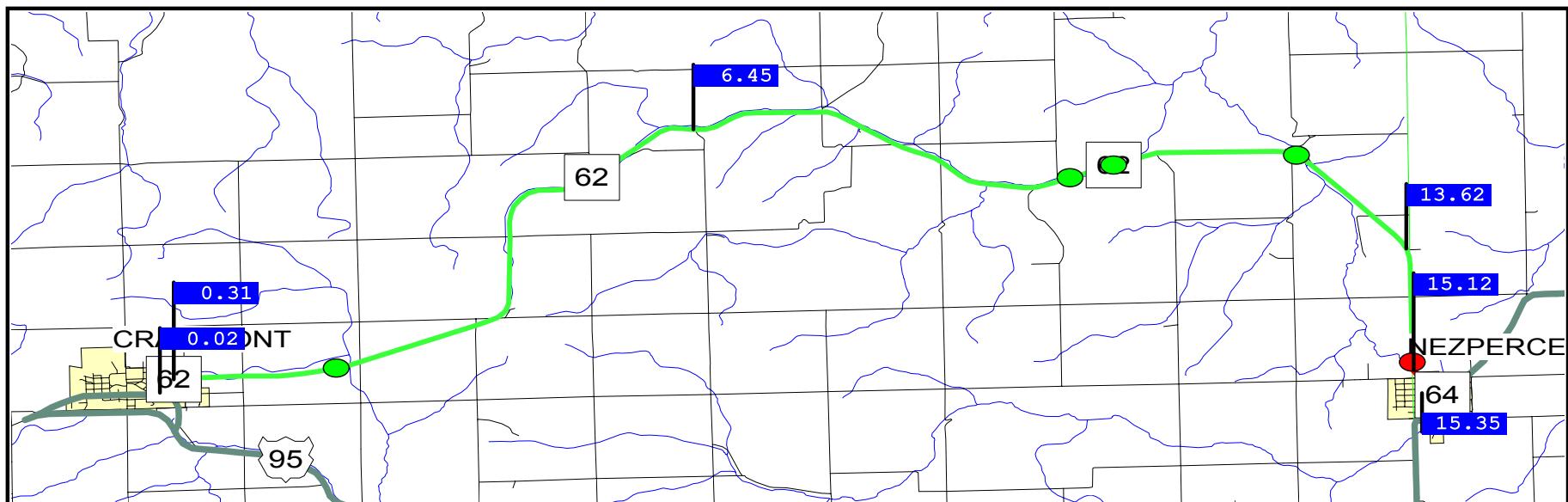
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2006	RESURFACE WITH SHLD IMPROVMENT 2006	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE WITH SHLD IMPROVMENT 2011
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$65,000	\$56,000	\$44,000	\$43,000
FOR CONSTRUCTION	\$2,732,000	\$2,379,000	\$1,878,000	\$1,831,000
TOTAL	\$2,797,000	\$2,435,000	\$1,922,000	\$1,874,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

MILEPOSTS	41.03 - 46.69	46.75 - 48.96	48.96 - 49.51
COUNTY	IDaho	IDaho	IDaho
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	5.665	2.210	0.555
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	22	22
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER			
WIDTH	2	1	2
MATERIAL TYPE	BITUMINOUS	STABILIZED	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	599	759	722
ADT (FUTURE) -- 20 YEAR	725	919	874
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1982	1950	1994
SEAL COAT YEAR	1996	1996	1996
S/N OR D	2.9	3.5	5.1
PERCENT TRUCKS--PEAK	8	6	6
V/C RATIO	0.07	0.10	0.09
CRACK/ROUGH/FINAL INDEX	3.0/3.2/3.1	2.3/3.0/2.6	4.2/3.1/3.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2009	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$45,000	\$18,000
FOR CONSTRUCTION	\$1,915,000	\$747,000
TOTAL	\$1,960,000	\$765,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



RURAL

	0.02 - 0.31 LEWIS	0.31 - 6.45 LEWIS	6.45 - 13.62 LEWIS	13.62 - 15.12 LEWIS	15.12 - 15.35 LEWIS
COUNTY	LEWIS	LEWIS	LEWIS	LEWIS	LEWIS
HIGHWAY DISTRICT #	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	DENSE
SECTION LENGTH	0.288	6.145	7.165	1.499	0.231
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
SHOULDER	6	2	2	2	1
WIDTH	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	837	420	390	560	1,200
ADT (FUTURE) -- 20 YEAR	1,029	528	491	693	1,473
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1989	1989	1989	1989	1989
SEAL COAT YEAR	1961	1961	1961	1961	1961
S/N OR D	4.6	4.6	4.6	4.6	4.4
PERCENT TRUCKS--PEAK	6	15	16	9	5
V/C RATIO	0.05	0.03	0.03	0.03	0.07
CRACK/ROUGH/FINAL INDEX	4.5/3.3/4.0	4.5/3.7/4.2	4.5/3.7/4.2	4.8/3.8/4.4	1.9/3.0/2.3

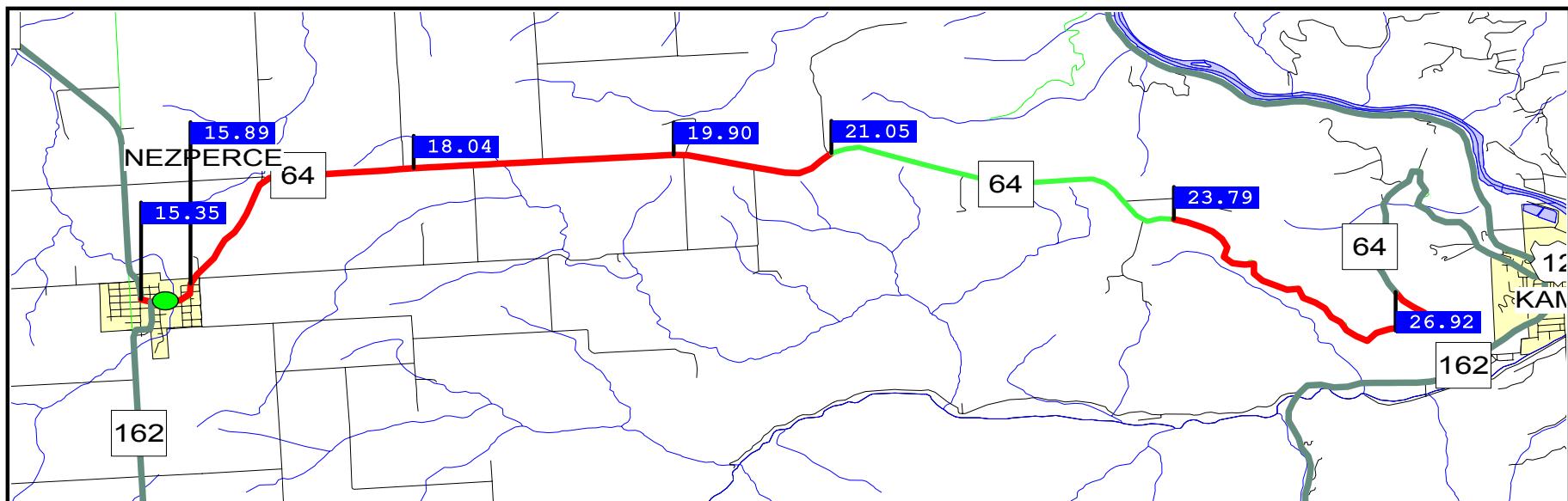
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$2,000
FOR CONSTRUCTION	\$57,000
TOTAL	\$59,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	14935
FEATURES	LONG HOLLOW CR
MILEPOST	14.94
SQUARE FOOTAGE	441
PROGRAMMED YEAR	
SUFFICIENCY RATING	82.8
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 9 4 0

030215



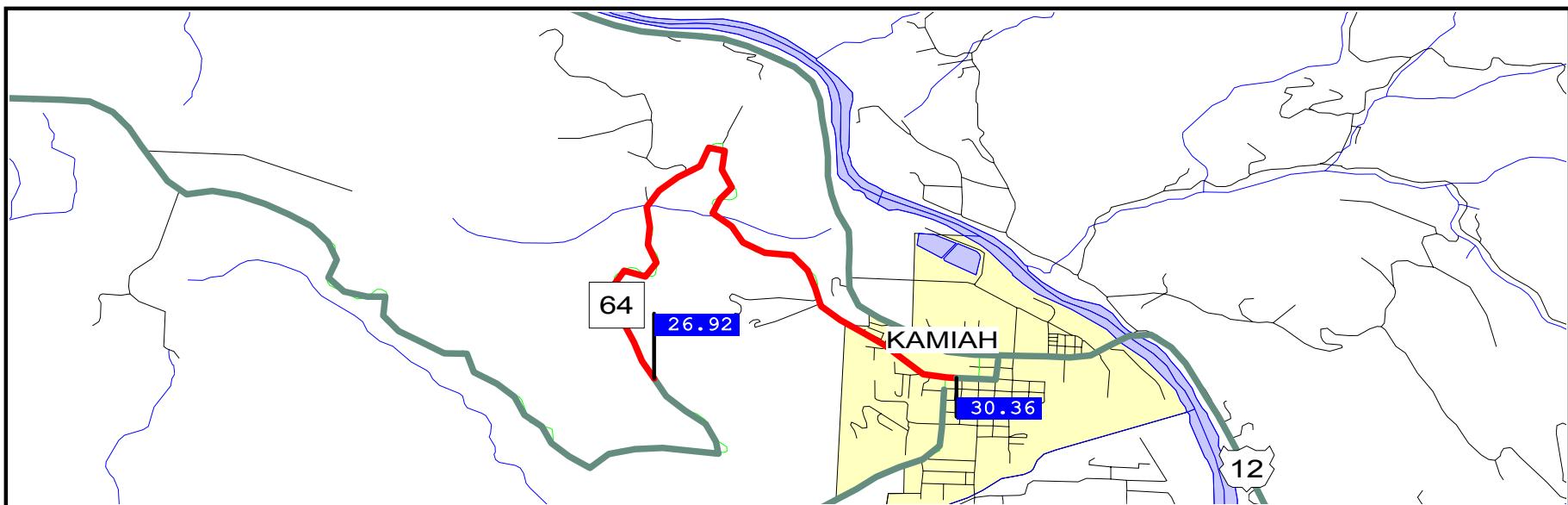
RURAL

MILEPOSTS	15.35 - 15.89	15.89 - 18.04	18.04 - 19.90	19.90 - 21.05	21.05 - 23.79	23.79 - 26.93
COUNTY	LEWIS	LEWIS	LEWIS	LEWIS	LEWIS	LEWIS
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.538	2.150	1.864	1.150	2.738	3.137
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	22	24	24	24	24	22
WIDTH	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE	SOIL, GRVL, STONE
MATERIAL TYPE	STABILIZED	STABILIZED	STABILIZED	EARTH	STABILIZED	NONE
SHOULDER	1	1	1	1	1	0
WIDTH	STABILIZED	STABILIZED	STABILIZED	EARTH	STABILIZED	NONE
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	936	160	140	140	290	420
ADT (CURRENT)	1,142	196	172	172	353	510
ADT (FUTURE) -- 20 YEAR	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1941	1932	1932	1932	1932	1932
SEAL COAT YEAR	1990	1990	1990	1990	1990	1990
S/N OR D	1.2	2.3	2.3	2.3	2.3	NA
PERCENT TRUCKS--PEAK	3	4	5	5	2	2
V/C RATIO	0.06	0.01	0.01	0.01	0.01	0.00
CRACK/ROUGH/FINAL INDEX	1.5/1.8/1.6	1.2/2.8/1.9	1.0/2.8/1.7	1.2/2.8/1.9	5.0/2.5/4.1	0.0/1.4/1.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003	2003	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	SURFACE TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	PSR < RECON-PSR	SHLD WIDTH-R	
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$4,000	\$17,000	\$45,000	\$9,000	\$82,000
FOR CONSTRUCTION	\$132,000	\$529,000	\$1,424,000	\$283,000	\$2,566,000
TOTAL	\$136,000	\$546,000	\$1,469,000	\$292,000	\$2,648,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2



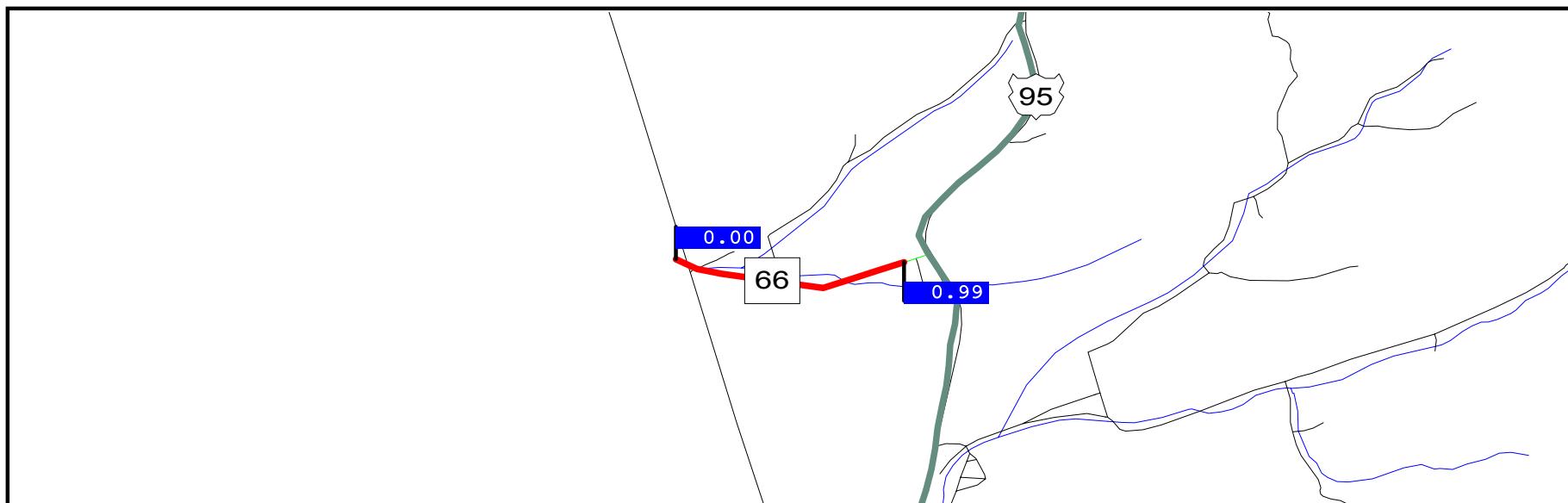
RURAL

MILEPOSTS	26.92 - 30.36
COUNTY	LEWIS
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.432
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	20
MATERIAL TYPE	BIT PENETRATION
SHOULDER	
WIDTH	3
MATERIAL TYPE	EARTH
MEDIAN WIDTH	--
ADT (CURRENT)	420
ADT (FUTURE) -- 20 YEAR	510
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1932
SEAL COAT YEAR	1990
S/N OR D	2.3
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.03
CRACK/ROUGH/FINAL INDEX	1.5/2.2/1.8

TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$89,000
FOR CONSTRUCTION	\$1,236,000
TOTAL	\$1,325,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

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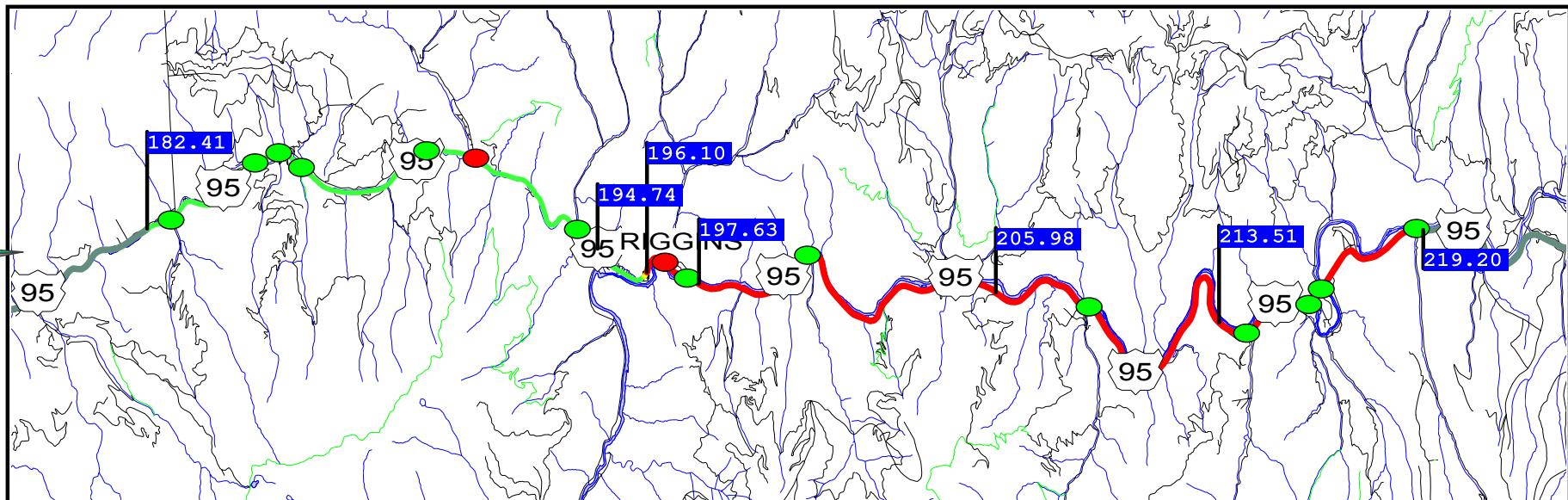
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RURAL

MILEPOSTS	0.00 - 0.99
COUNTY	LATAH
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.990
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	920
ADT (FUTURE) -- 20 YEAR	1,129
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1950
SEAL COAT YEAR	1995
S/N OR D	2.6
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	2.8/3.4/3.0

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$30,000
FOR CONSTRUCTION	\$485,000
TOTAL	\$515,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



RURAL

	182.41 - 194.74	194.74 - 196.10	196.10 - 197.63	197.63 - 205.98	205.98 - 213.51	213.51 - 219.20
MILEPOSTS	182.41 - 194.74	194.74 - 196.10	196.10 - 197.63	197.63 - 205.98	205.98 - 213.51	213.51 - 219.20
COUNTY	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	12.321	1.364	1.530	8.348	7.536	5.686
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	CURBED	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	4	0	3	3	3	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	CURBED	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,250	2,736	1,911	1,900	1,900	1,925
ADT (FUTURE) -- 20 YEAR	3,291	4,018	2,845	2,829	2,829	2,860
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1999	1979	1993	1993	1969
SEAL COAT YEAR	----	1999	1998	----	1986	1997
S/N OR D	3.3	3.3	2.2	3.0	3.0	2.8
PERCENT TRUCKS--PEAK	8	9	14	14	14	13
V/C RATIO	0.18	0.25	0.16	0.16	0.16	0.16
CRACK/ROUGH/FINAL INDEX	4.8/3.3/4.1	5.0/3.1/4.1	3.2/2.7/3.0	4.8/3.6/4.2	4.8/3.6/4.2	3.5/3.1/3.3

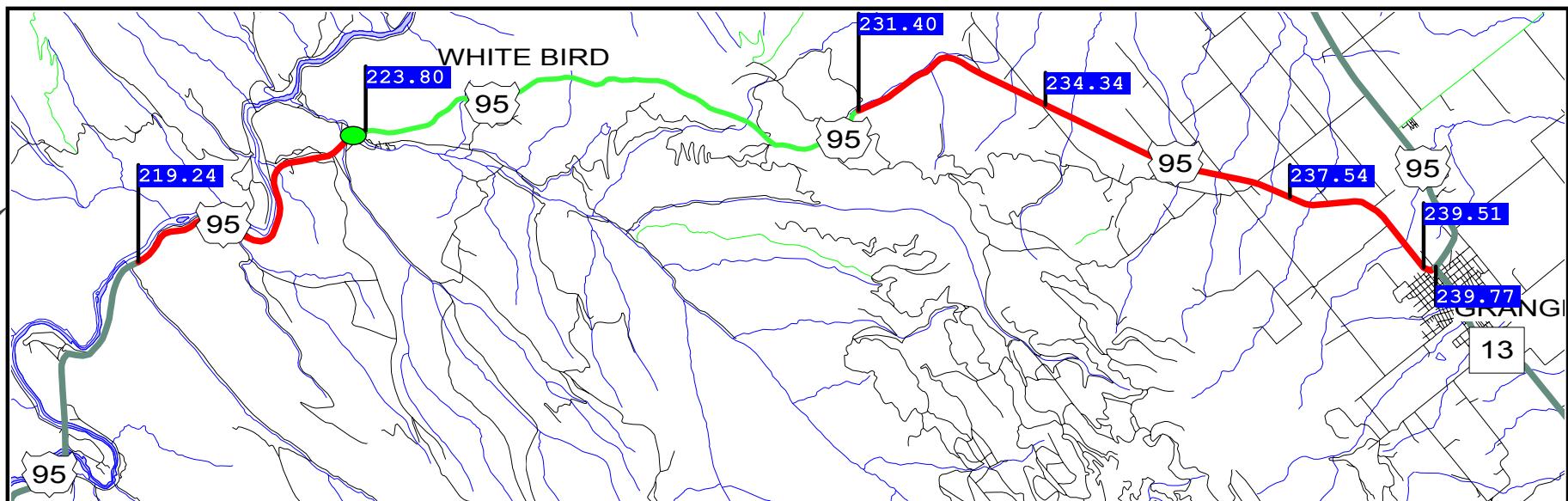
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2006	2013	2013	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$86,000	\$100,000	\$90,000	\$68,000
FOR CONSTRUCTION	\$1,144,000	\$3,623,000	\$3,271,000	\$2,468,000
TOTAL	\$1,230,000	\$3,723,000	\$3,361,000	\$2,536,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	18315	18325
FEATURES	RAPID RIVER	RACE CREEK
MILEPOST	191.15	196.73
SQUARE FOOTAGE	2045	2024
PROGRAMMED YEAR	2002	9999
SUFFICIENCY RATING	48.9	43.5
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	YES
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	FUNCT OBSOLETE	FUNCT OBSOLETE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

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RURAL

	219.24 - 223.80	223.80 - 231.40	231.40 - 234.34	234.34 - 237.54	237.54 - 239.51	239.51 - 239.77
COUNTY	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.560	7.600	2.938	3.207	1.965	0.263
NUM OF LANES (EXISTING)	2	3	2	2	2	2
LANES	24	36	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
SHOULDER	6	5	2	4	6	7
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,071	2,100	2,100	1,800	1,899	2,219
ADT (FUTURE) -- 20 YEAR	3,059	3,102	3,102	2,675	2,816	3,278
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	PARTIAL LANE	ONE LANE	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1975	1996	1964	1964	1982	1995
SEAL COAT YEAR	1997	1990	1994	1999	1999	1999
S/N OR D	2.8	3.6	3.1	3.1	5.4	6.0
PERCENT TRUCKS--PEAK	11	11	11	13	13	11
V/C RATIO	0.17	0.11	0.18	0.12	0.12	0.14
CRACK/ROUGH/FINAL INDEX	2.5/3.0/2.7	4.5/3.2/3.9	2.7/3.1/2.9	2.5/3.2/2.8	3.0/3.4/3.2	4.0/3.3/3.7

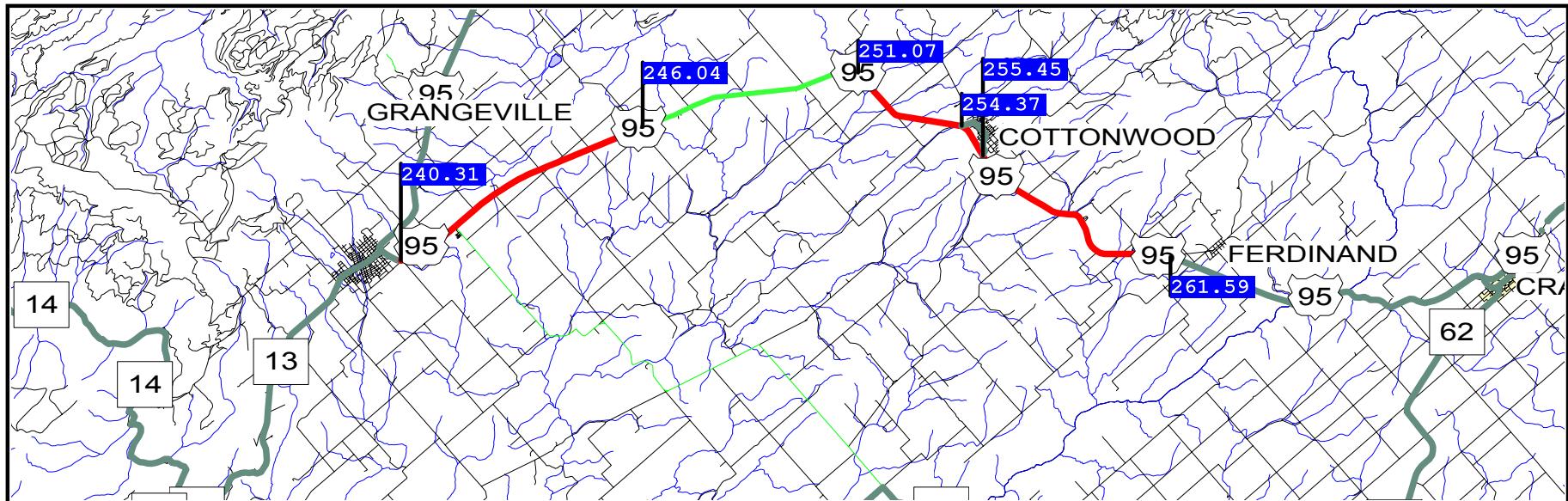
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH ALIGNMNT IMPROV	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004	2005	2004	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	VERT ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R			
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$274,000	\$165,000	\$32,000	\$20,000	\$3,000
FOR CONSTRUCTION	\$3,192,000	\$2,198,000	\$1,084,000	\$664,000	\$89,000
TOTAL	\$3,466,000	\$2,363,000	\$1,116,000	\$684,000	\$92,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

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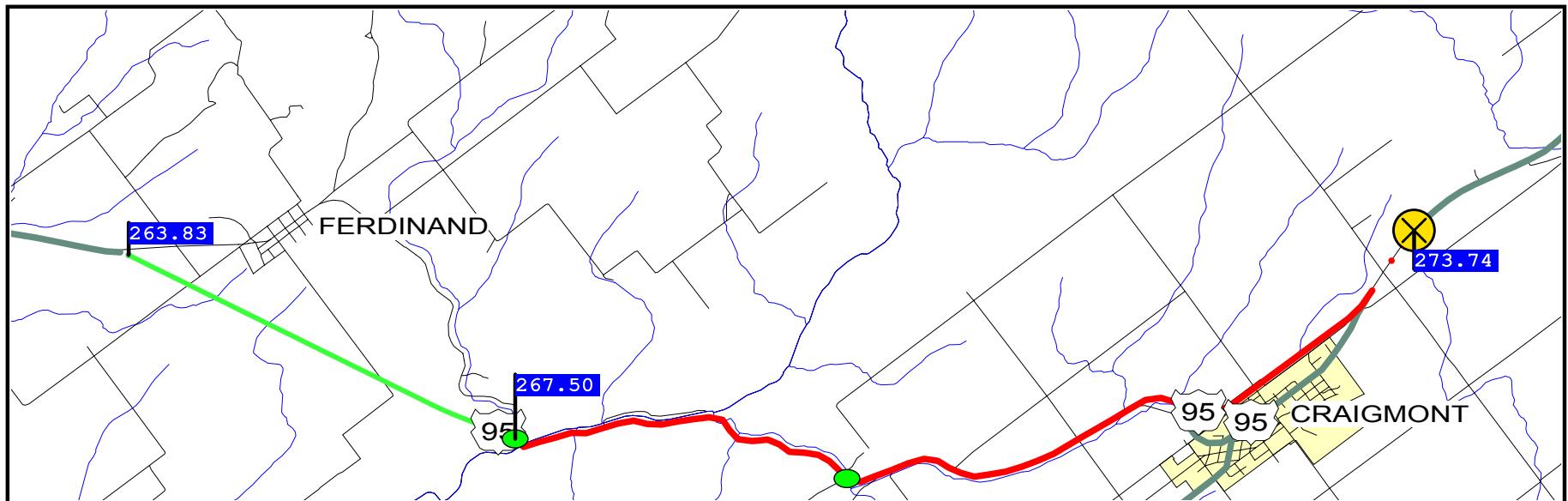
RURAL

	240.31 - 246.03	246.04 - 251.07	251.07 - 254.37	254.37 - 255.45	255.45 - 261.59
MILEPOSTS	240.31 - 246.03	246.04 - 251.07	251.07 - 254.37	254.37 - 255.45	255.45 - 261.59
COUNTY	IDAH0	IDAH0	IDAH0	IDAH0	IDAH0
HIGHWAY DISTRICT #	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.725	5.034	3.296	1.083	6.140
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	2	6	8	8	8
WIDTH	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	2,669	2,800	2,777	2,300	2,545
ADT (FUTURE) -- 20 YEAR	3,927	4,112	4,086	3,378	3,723
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	GRD&JT SEAL CON	GRD&JT SEAL CON	GRD&JT SEAL CON
YEAR OF IMPROVEMENT	1995	1995	1999	1999	1999
SEAL COAT YEAR	1989	1989	1989	----	----
S/N OR D	6.0	4.7	7	7	7
PERCENT TRUCKS--PEAK	10	10	10	9	9
V/C RATIO	0.16	0.15	0.15	0.13	0.14
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.8	4.0/3.6/3.8	2.8/3.6/3.2	3.0/3.7/3.3	3.0/3.7/3.3

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE 2006 PSR < RESRF-PSR	RESURFACE 2007 PSR < RESRF-PSR	RESURFACE WITH ALIGNMNT IMPROV 2007 PSR < RESRF-PSR VERT ALIGNMENT
YEAR OF IMPROVEMENT	2015			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR			
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT			
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$298,000	\$0	\$0	\$307,000
FOR CONSTRUCTION	\$3,641,000	\$541,000	\$178,000	\$3,537,000
TOTAL	\$3,939,000	\$541,000	\$178,000	\$3,844,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2



RURAL

	263.83 - 267.50	267.50 - 273.74
COUNTY	IDAHO	LEWIS
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	YES
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	3.671	6.239
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	5
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,495	2,334
ADT (FUTURE) -- 20 YEAR	3,657	3,434
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1999
SEAL COAT YEAR	----	1999
S/N OR D	3.3	6.4
PERCENT TRUCKS--PEAK	9	10
V/C RATIO	0.14	0.13
CRACK/ROUGH/FINAL INDEX	4.9/3.5/4.2	2.5/3.2/2.8

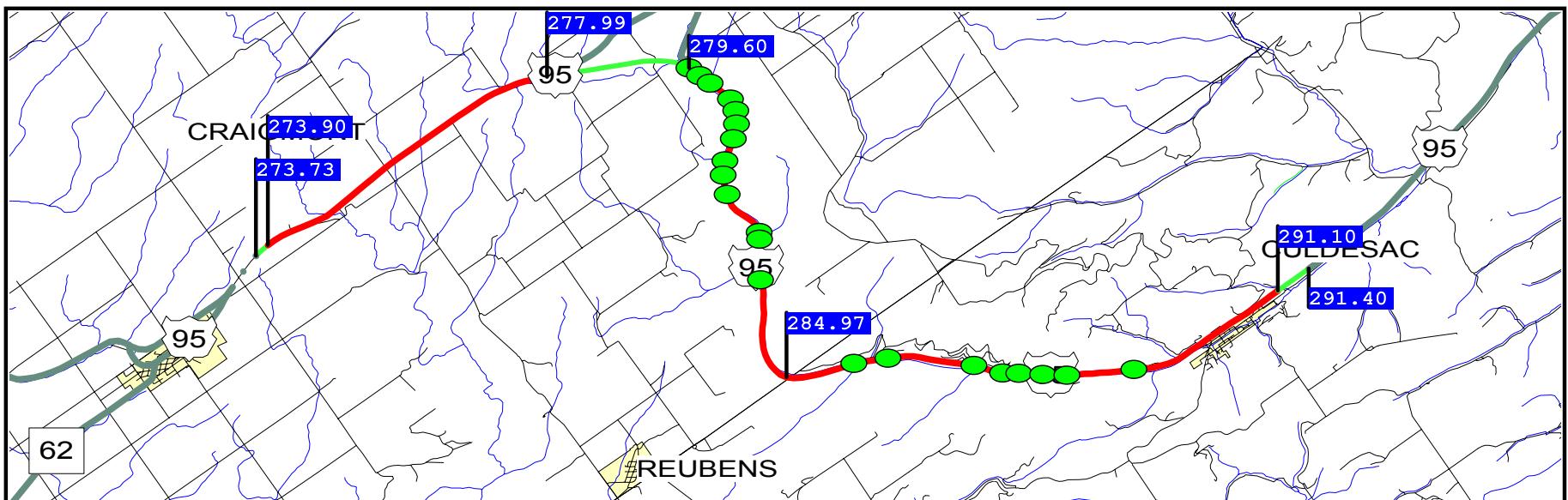
TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$324,000
FOR CONSTRUCTION	\$3,968,000
TOTAL	\$4,292,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE
TYPES OF CONTROLS
FLASHING LIGHTS
CANT OVER ROAD
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

910825U
1
0
10 TO 20
RUBBER
4
2
2
0
2
2
0
0
1
NO

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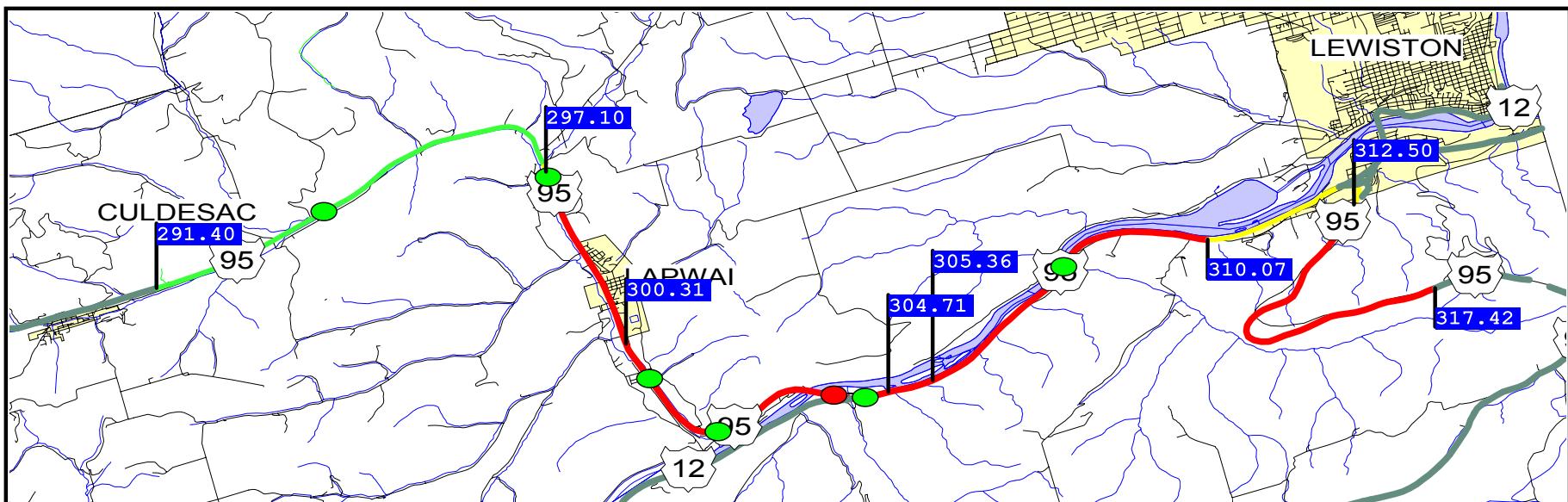
RURAL

	273.73 - 273.90	273.90 - 277.99	277.99 - 279.60	279.60 - 284.97	284.97 - 291.09	291.10 - 291.40
MILEPOSTS	273.73 - 273.90	273.90 - 277.99	277.99 - 279.60	279.60 - 284.97	284.97 - 291.09	291.10 - 291.40
COUNTY	LEWIS	LEWIS	LEWIS	LEWIS	NEZ PERCE	NEZ PERCE
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.166	4.086	1.614	5.368	6.126	0.305
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	5	5	5	5	5	4
WIDTH	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	2,900	2,886	2,598	3,000	3,000	3,443
ADT (CURRENT)	4,267	4,247	3,800	4,432	4,432	5,046
ADT (FUTURE) -- 20 YEAR	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	TWO LANES	TWO LANES	PARTIAL LANE	TWO LANES	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	HOT IN PL RECYC	HOT IN PL RECYC	HOT IN PL RECYC
PAVEMENT IMPROVEMENT	1986	1986	1986	1996	1996	1996
YEAR OF IMPROVEMENT	1973	1981	1981	1981	1998	1991
SEAL COAT YEAR	7.0	7.0	4.9	5.7	5.7	3.8
S/N OR D	10	10	8	11	11	9
PERCENT TRUCKS--PEAK	0.16	0.16	0.18	0.21	0.21	0.20
V/C RATIO	4.5/3.5/4.0	3.9/3.6/3.8	4.5/3.7/4.1	3.3/3.2/3.3	3.9/3.3/3.6	5.0/3.3/4.2
CRACK/ROUGH/FINAL INDEX						

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013	2009	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	VERT ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$212,000	\$301,000	\$74,000
FOR CONSTRUCTION	\$2,599,000	\$4,015,000	\$2,659,000
TOTAL	\$2,811,000	\$4,316,000	\$2,733,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



	291.40 - 297.10 NEZ PERCE	297.10 - 300.31 NEZ PERCE	300.31 - 304.71 NEZ PERCE	304.71 - 305.36 NEZ PERCE	305.36 - 310.07 NEZ PERCE	312.50 - 317.42 NEZ PERCE
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.700	3.209	4.406	0.650	4.705	4.920
NUM OF LANES (EXISTING)	2	2	2	4	4	4
LANES	24	24	24	48	48	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	5	6	6	8	10	10
WIDTH	--	--	--	32	32	8
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	10,000	10,758	9,300
ADT (CURRENT)	3,784	4,247	6,968	14,628	15,706	13,711
ADT (FUTURE) -- 20 YEAR	5,535	6,249	10,213	14,628	15,706	13,711
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	MILL INLAY&OVER	MILL AND INLAY
YEAR OF IMPROVEMENT	1997	1992	1964	1964	1993	1990
SEAL COAT YEAR	1998	1973	1984	1984	1984	----
S/N OR D	4.0	3.8	2.4	2.4	3.2	3.5
PERCENT TRUCKS--PEAK	8	10	9	8	7	11
V/C RATIO	0.21	0.23	0.35	0.18	0.19	0.18
CRACK/ROUGH/FINAL INDEX	4.8/3.5/4.2	3.8/3.3/3.6	2.5/2.7/2.6	5.0/3.4/4.2	4.4/3.8/4.1	4.5/3.6/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2013	2004	2011	2010	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R			
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$32,000	\$44,000	\$0	\$0	\$0
FOR CONSTRUCTION	\$1,085,000	\$1,489,000	\$205,000	\$1,487,000	\$2,558,000
TOTAL	\$1,117,000	\$1,533,000	\$205,000	\$1,487,000	\$2,558,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	4	4	4

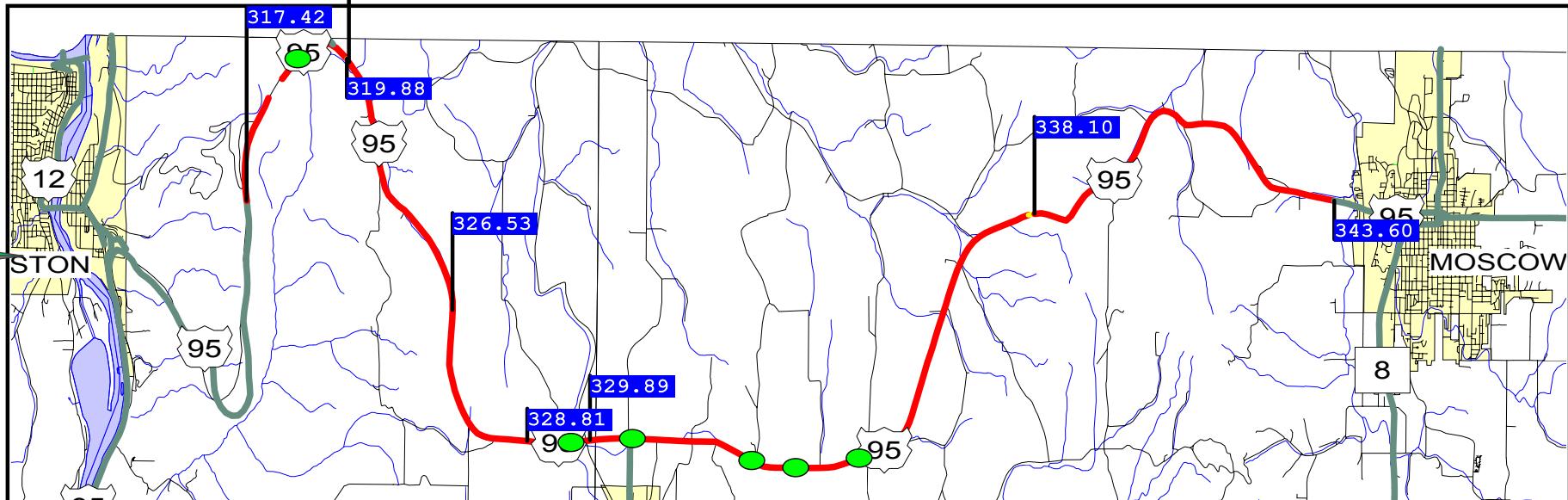
STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	18465
FEATURES	NPRR;CLEARWATE
MILEPOST	304.09
SQUARE FOOTAGE	40311
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	44.6
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

030215

323.19



RURAL

	317.42 - 319.88 NEZ PERCE	323.19 - 326.53 NEZ PERCE	326.53 - 328.81 NEZ PERCE	328.81 - 329.89 NEZ PERCE	329.89 - 338.10 LATAH	338.10 - 343.60 LATAH
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.460	3.339	2.283	1.079	8.209	5.501
NUM OF LANES (EXISTING)	4	3	3	2	2	2
LANES	48	36	36	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
SHOULDER	10	3	4	3	3	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	8	--	--	--	--	--
ADT (CURRENT)	8,403	4,553	4,478	4,463	4,372	5,094
ADT (FUTURE) -- 20 YEAR	12,389	6,739	6,628	6,632	6,433	7,466
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1978	1969	1997	1971	1971	1971
SEAL COAT YEAR	1984	1998	1998	1998	1995	1984
S/N OR D	3.9	3.2	2.0	4.7	4.7	4.2
PERCENT TRUCKS--PEAK	11	12	12	13	10	9
V/C RATIO	0.17	0.18	0.17	0.26	0.25	0.29
CRACK/ROUGH/FINAL INDEX	4.0/3.0/3.5	2.5/2.9/2.7	5.0/3.6/4.3	3.0/3.2/3.1	3.0/3.2/3.1	3.5/3.1/3.3

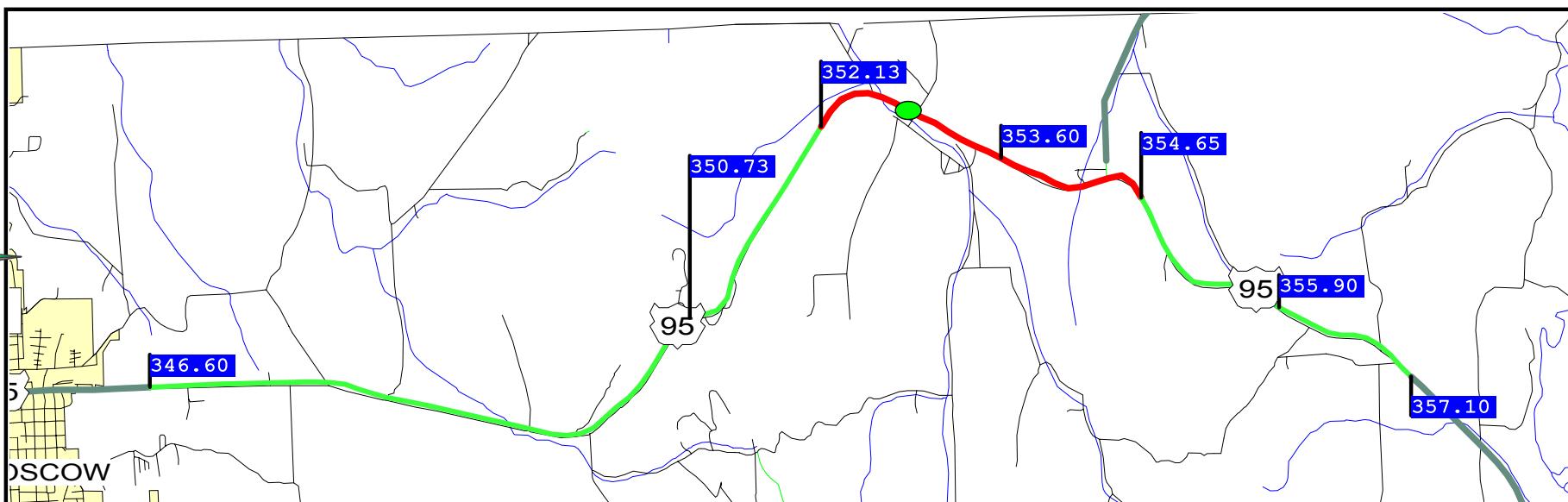
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURF W/SHLDR IMPROVE & ALIGN	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2012	2004	2011	2007	2007	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R			SHLD WIDTH-R
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$260,000	\$178,000	\$11,000	\$82,000	\$286,000
FOR CONSTRUCTION	\$1,279,000	\$3,185,000	\$2,178,000	\$365,000	\$2,775,000	\$3,499,000
TOTAL	\$1,279,000	\$3,445,000	\$2,356,000	\$376,000	\$2,857,000	\$3,785,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	3	3	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

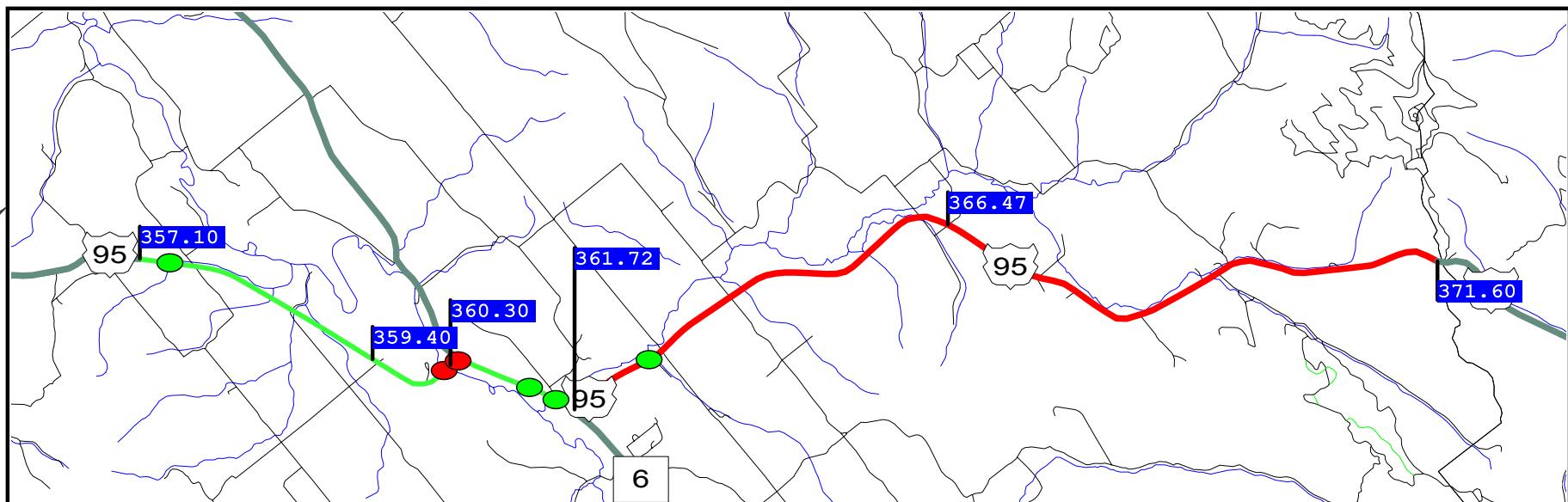
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RURAL

MILEPOSTS	346.60 - 350.73	350.73 - 352.13	352.13 - 353.60	353.60 - 354.65	354.65 - 355.90	355.90 - 357.10
COUNTY	LATAH	LATAH	LATAH	LATAH	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.126	1.400	1.469	1.056	1.250	1.195
NUM OF LANES (EXISTING)	2	3	2	2	3	3
LANES	24	36	24	24	36	36
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	5	3	4	6	5	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	5,616	5,400	5,337	4,300	3,900	4,056
ADT (FUTURE) -- 20 YEAR	8,199	7,899	7,807	6,302	5,739	5,956
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1977	1977	1977	1977	1994	1973
SEAL COAT YEAR	1991	1991	1991	1995	1995	1995
S/N OR D	3.9	4.5	3.9	3.9	5.6	4.8
PERCENT TRUCKS--PEAK	8	8	8	9	10	10
V/C RATIO	0.29	0.25	0.30	0.29	0.15	0.16
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.3	5.0/3.4/4.2	3.3/3.6/3.4	3.1/3.6/3.3	4.8/3.4/4.1	5.0/3.6/4.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMNT	RESURFACE
YEAR OF IMPROVEMENT	2009	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$15,000	\$0
FOR CONSTRUCTION	\$497,000	\$275,000
TOTAL	\$512,000	\$275,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



MILEPOSTS	357.10 - 359.40	359.40 - 360.30	360.30 - 361.72	361.72 - 366.47	366.47 - 371.60
COUNTY	LATAH	LATAH	LATAH	LATAH	LATAH
HIGHWAY DISTRICT #	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.300	0.900	1.424	4.749	5.126
NUM OF LANES (EXISTING)	2	3	2	2	2
LANES	24	36	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
SHOULDER	5	6	5	6	2
WIDTH	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	4,100	4,100	4,262	2,416	2,100
ADT (FUTURE) -- 20 YEAR	6,021	6,021	6,259	3,569	3,120
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1977	1985	1977	1971	1971
SEAL COAT YEAR	1991	1991	1991	1991	1991
S/N OR D	3.9	5.6	3.9	3.0	3.0
PERCENT TRUCKS--PEAK	10	10	9	11	13
V/C RATIO	0.23	0.15	0.30	0.13	0.12
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4	5.0/3.2/4.1	5.0/2.9/4.0	5.0/3.6/4.3	4.5/3.1/3.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2013	RESURFACE WITH SHLD IMPROVMENT 2012
YEAR OF IMPROVEMENT	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:		
SYSTEM DEFICIENCY:		
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$47,000	\$51,000
FOR CONSTRUCTION	\$1,605,000	\$1,733,000
TOTAL	\$1,652,000	\$1,784,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

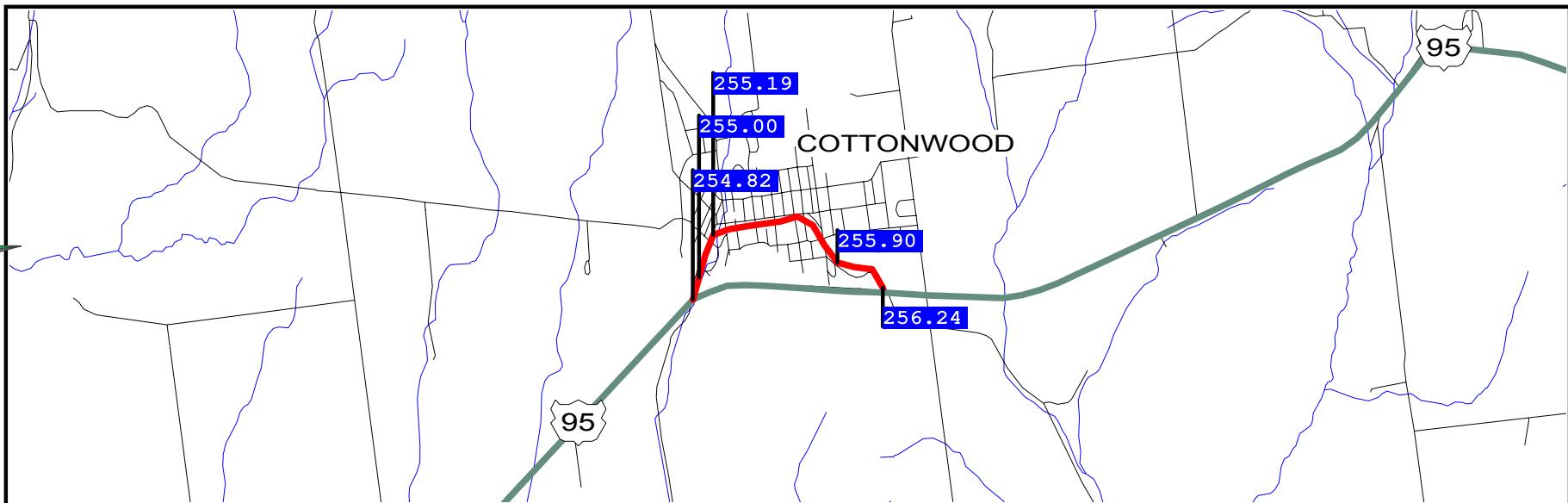
S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

18530	18535
PALOUSE RIVER	W.I. & M. RAILR
360.29	360.46
4585	2895
2001	
70.4	61.7
YES	NO
NO	NO
NO	NO
NONE	STRUC DEFICIENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 4

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RURAL

MILEPOSTS	254.82 - 255.00	255.00 - 255.19	255.19 - 255.90	255.90 - 256.24
COUNTY	IDAH0	IDAH0	IDAH0	IDAH0
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	DENSE	DENSE	RURAL
SECTION LENGTH	0.179	0.191	0.713	0.337
NUM OF LANES (EXISTING)	2	4	2	2
LANES				
WIDTH	24	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	6	0	0	3
MATERIAL TYPE	BITUMINOUS	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	2,100	2,173	1,985	1,100
ADT (FUTURE) -- 20 YEAR	3,897	4,033	3,684	2,041
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1966	1966	1977	1966
SEAL COAT YEAR	1996	1996	1996	1996
S/N OR D	3.4	3.4	4.6	4.9
PERCENT TRUCKS--PEAK	7	7	7	9
V/C RATIO	0.12	0.05	0.12	0.07
CRACK/ROUGH/FINAL INDEX	1.6/1.8/1.7	3.0/2.2/2.7	2.6/2.0/2.4	1.9/2.6/2.2

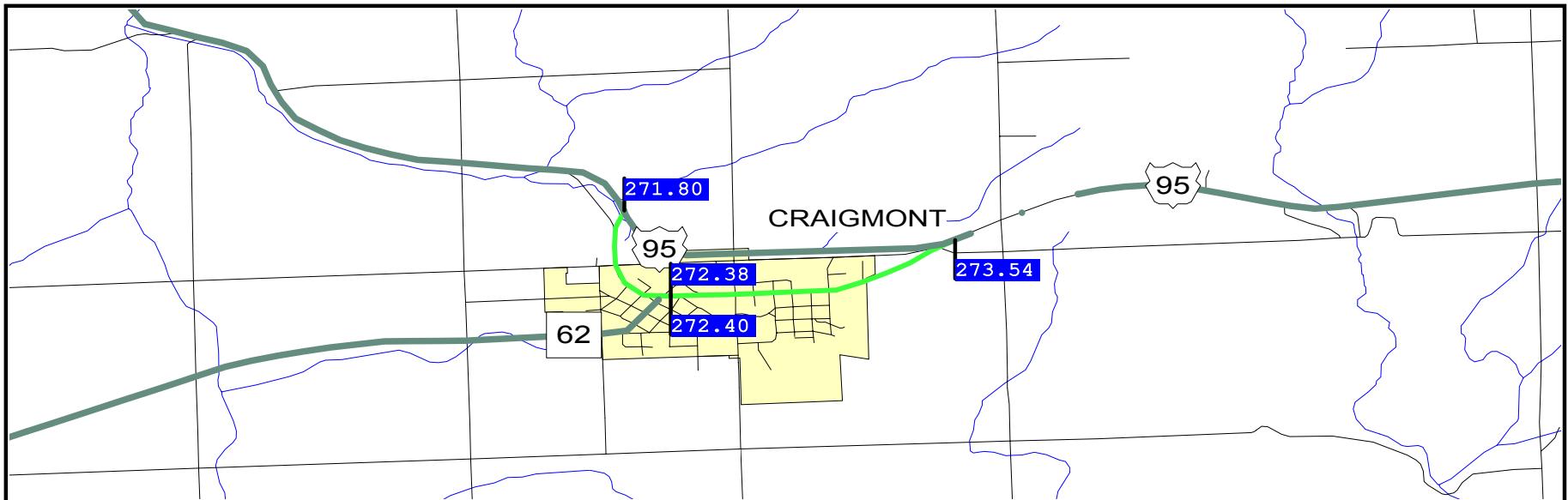
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2010	2007	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:				SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$0	\$3,000
FOR CONSTRUCTION	\$26,000	\$56,000	\$104,000	\$83,000
TOTAL	\$26,000	\$56,000	\$104,000	\$86,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	2	2

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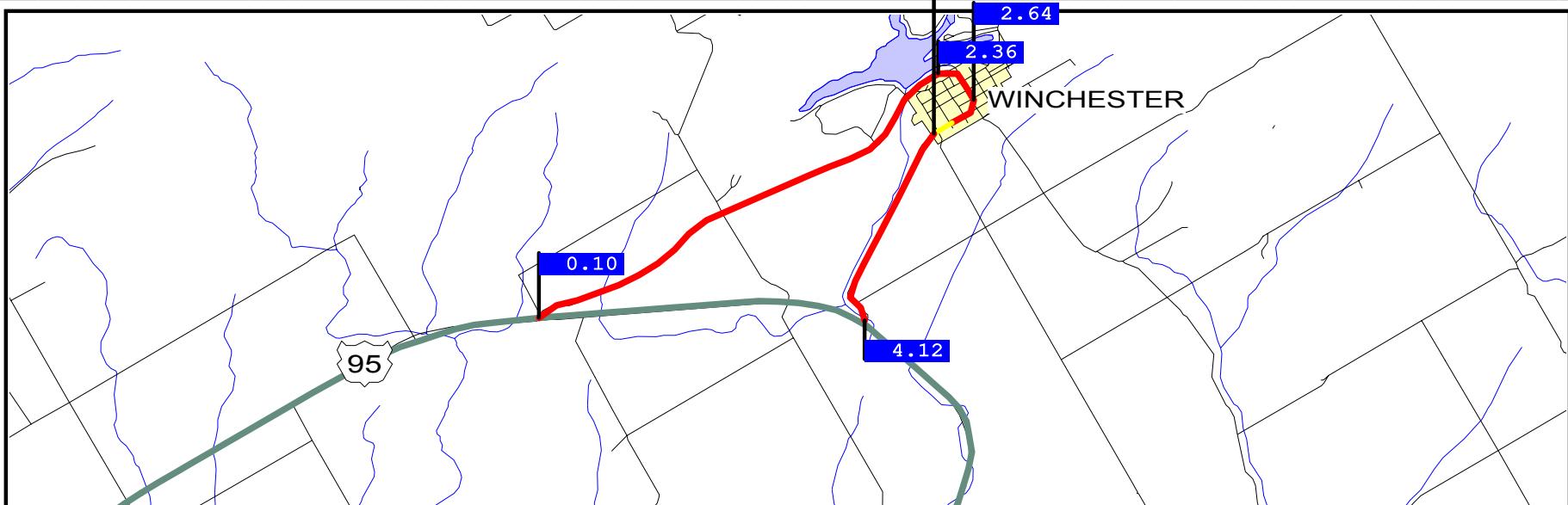
RURAL

MILEPOSTS	271.80 - 272.40	272.38 - 273.54
COUNTY	LEWIS	LEWIS
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	DENSE
SECTION LENGTH	0.598	1.164
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
ADT (CURRENT)	451	1,202
ADT (FUTURE) -- 20 YEAR	662	1,748
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1993
SEAL COAT YEAR	1973	1973
S/N OR D	4.1	4.1
PERCENT TRUCKS--PEAK	10	6
V/C RATIO	0.04	0.08
CRACK/ROUGH/FINAL INDEX	4.8/2.5/3.9	4.8/2.1/3.7

H P M S S T U D Y F O R R O A D S E G M E N T :

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RURAL

MILEPOSTS	0.10 - 2.36	2.36 - 2.64	2.64 - 2.90	2.90 - 4.12
COUNTY	LEWIS	LEWIS	LEWIS	LEWIS
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	DENSE	RURAL
SECTION LENGTH	2.259	0.286	0.255	1.219
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	20	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	4	4	1
MATERIAL TYPE	STABILIZED	STABILIZED	STABILIZED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	470	598	541	430
ADT (FUTURE) -- 20 YEAR	619	788	713	567
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	PARTIAL LANE	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PAVMT XTNG GRVL	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1935	1935	1960	1960
SEAL COAT YEAR	----	----	----	----
S/N OR D	2.3	2.3	2.7	2.7
PERCENT TRUCKS--PEAK	4	4	4	5
V/C RATIO	0.03	0.03	0.03	0.02
CRACK/ROUGH/FINAL INDEX	1.5/3.0/2.1	2.0/3.0/2.4	1.7/3.1/2.2	1.5/3.4/2.3

HIGHWAY IMPROVEMENT #1

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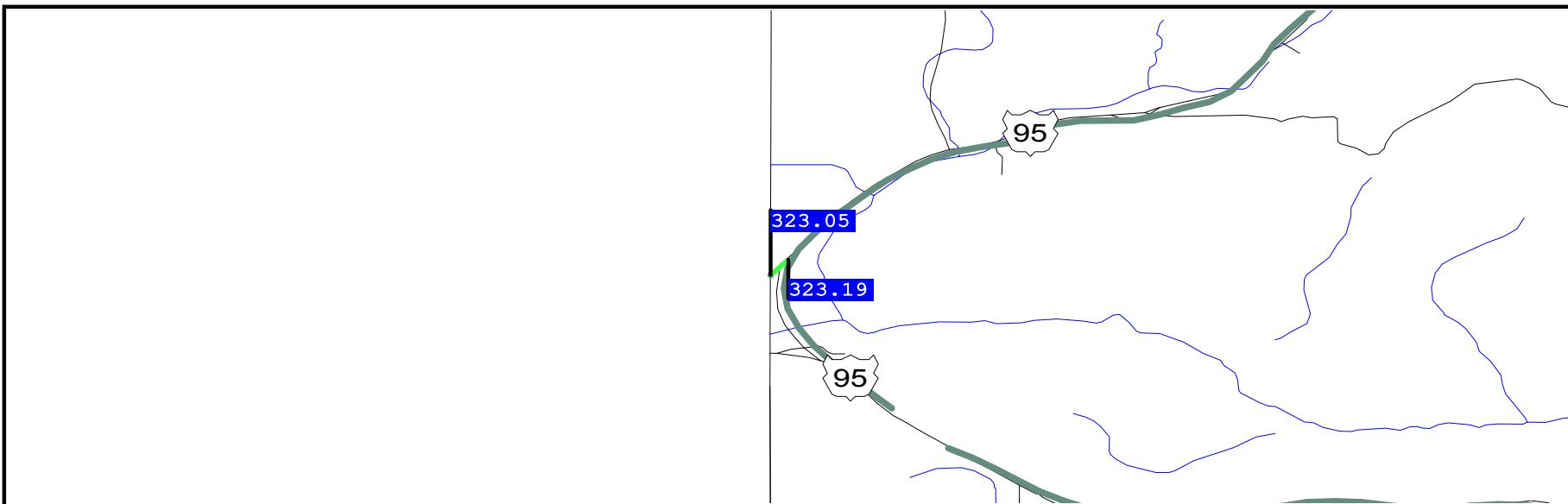
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	MINOR-WIDENING	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R			SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$18,000	\$4,000	\$0	\$10,000
FOR CONSTRUCTION	\$556,000	\$65,000	\$35,000	\$300,000
TOTAL	\$574,000	\$69,000	\$35,000	\$310,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	18549
FEATURES	LAPWAI CREEK
MILEPOST	2.13
SQUARE FOOTAGE	286
PROGRAMMED YEAR	
SUFFICIENCY RATING	58.7
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

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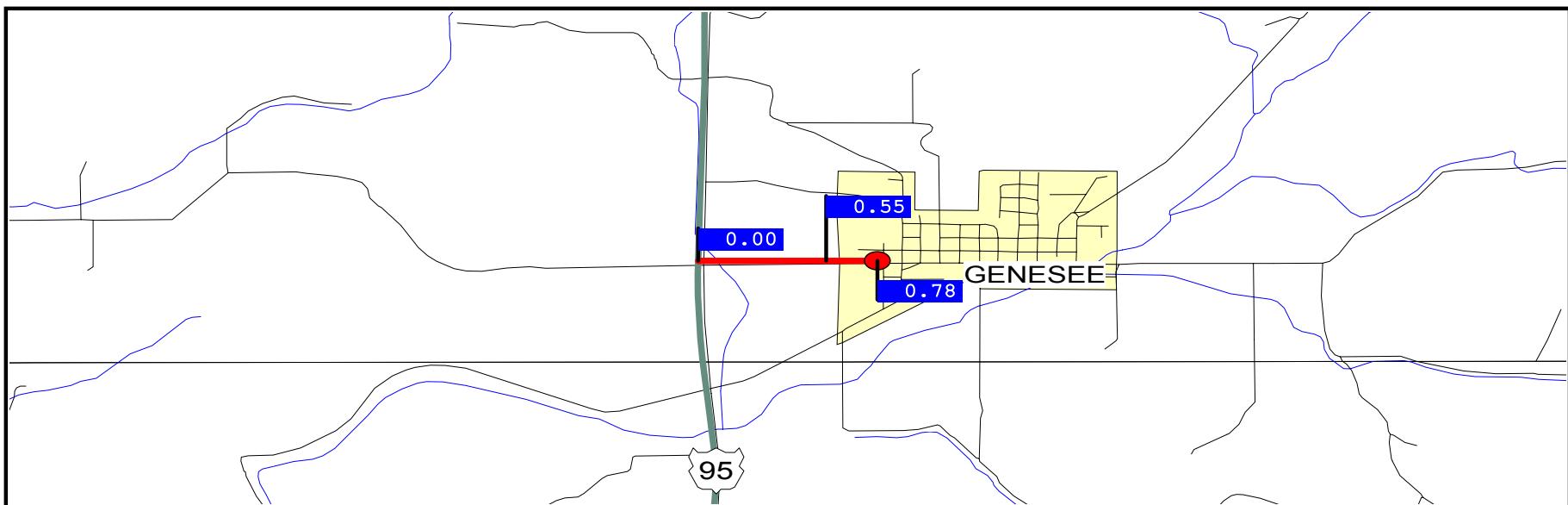


RURAL

MILEPOSTS 323.05 - 323.19
 COUNTY NEZ PERCE
 HIGHWAY DISTRICT # 2
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS NO
 STRUCTURES NO
 TERRAIN TYPE MOUNTAINOUS
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 0.140
 NUM OF LANES (EXISTING) 2
 LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 2
 MATERIAL TYPE COMBINATION
 MEDIAN WIDTH --
 ADT (CURRENT) 70
 ADT (FUTURE) -- 20 YEAR 92
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT NW CONS/RCN FLX
 YEAR OF IMPROVEMENT 1977
 SEAL COAT YEAR ----
 S/N OR D 2.4
 PERCENT TRUCKS--PEAK 10
 V/C RATIO 0.01
 CRACK/ROUGH/FINAL INDEX 4.6/2.7/3.7

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 6 3 3 0

030215



RURAL

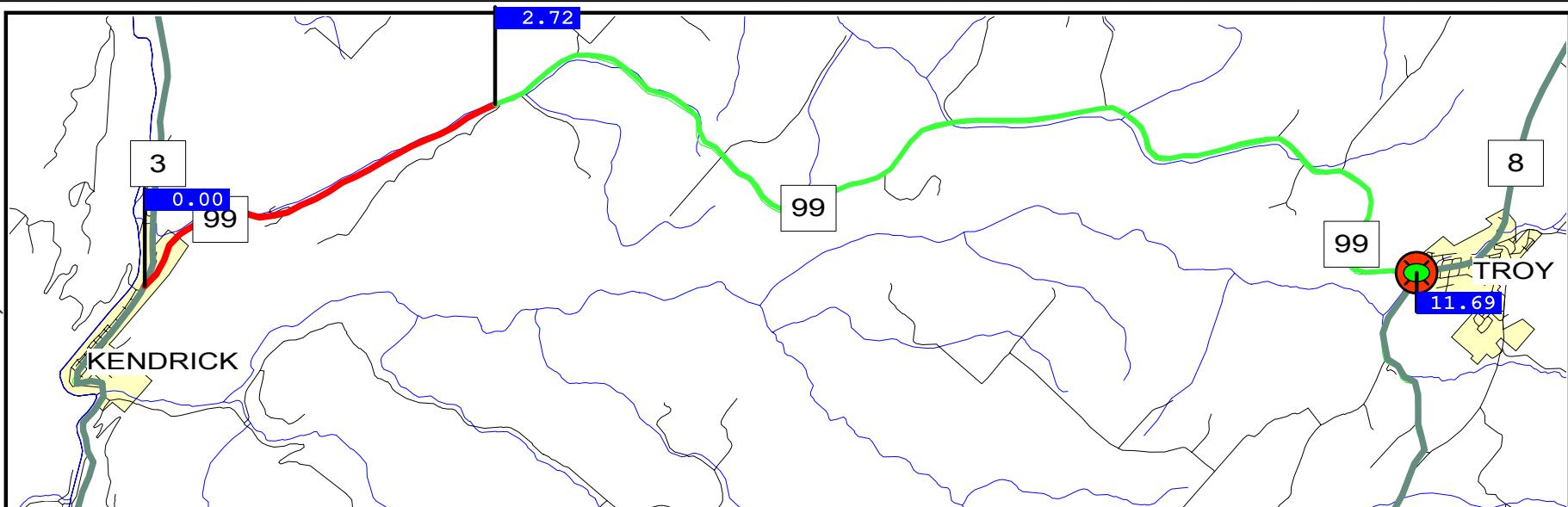
MILEPOSTS	0.00 - 0.55	0.55 - 0.78
COUNTY	LATAH	LATAH
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	DENSE
SECTION LENGTH	0.551	0.230
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	1
MATERIAL TYPE	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	970	970
ADT (FUTURE) -- 20 YEAR	1,278	1,278
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1932	1932
SEAL COAT YEAR	----	----
S/N OR D	1.7	1.7
PERCENT TRUCKS--PEAK	12	12
V/C RATIO	0.06	0.06
CRACK/ROUGH/FINAL INDEX	1.0/2.1/1.4	1.0/2.4/1.5

TYPE OF IMPROVEMENT	PAVEMNT-RECONST	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR	PSR < RECON-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$13,000	\$3,000
FOR CONSTRUCTION	\$421,000	\$123,000
TOTAL	\$434,000	\$126,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

18488	CALF CREEK
0.70	640
47.4	
NO	
NO	
NO	
STRUC DEFICENT	

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



RURAL

MILEPOSTS	0.00 - 2.72	2.72 - 11.69
COUNTY	LATAH	LATAH
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.723	8.963
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	725	620
ADT (FUTURE) -- 20 YEAR	899	772
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1968	1999
SEAL COAT YEAR	1994	1994
S/N OR D	1.4	4.5
PERCENT TRUCKS--PEAK	10	11
V/C RATIO	0.05	0.04
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.4	5.0/3.7/4.5

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	VERT ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$87,000
FOR CONSTRUCTION	\$1,634,000
TOTAL	\$1,721,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE

058450K
1
0
0 TO 25
ASPHALT

TYPES OF CONTROLS
FLASHING LIGHTS
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

2

2

0

2

2

0

0

0

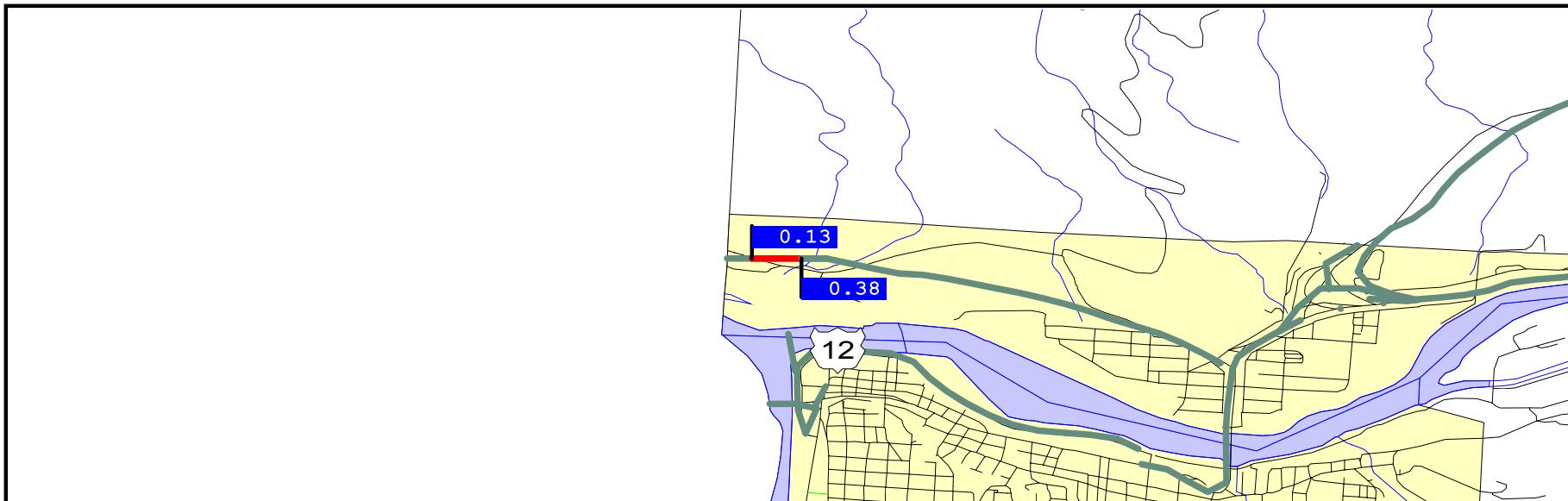
NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

LIGHTS/GATES
00
LIGHTS/GATES

\$250,000
\$40,000
\$0
\$290,000
\$14,500
SECTION TIMBER



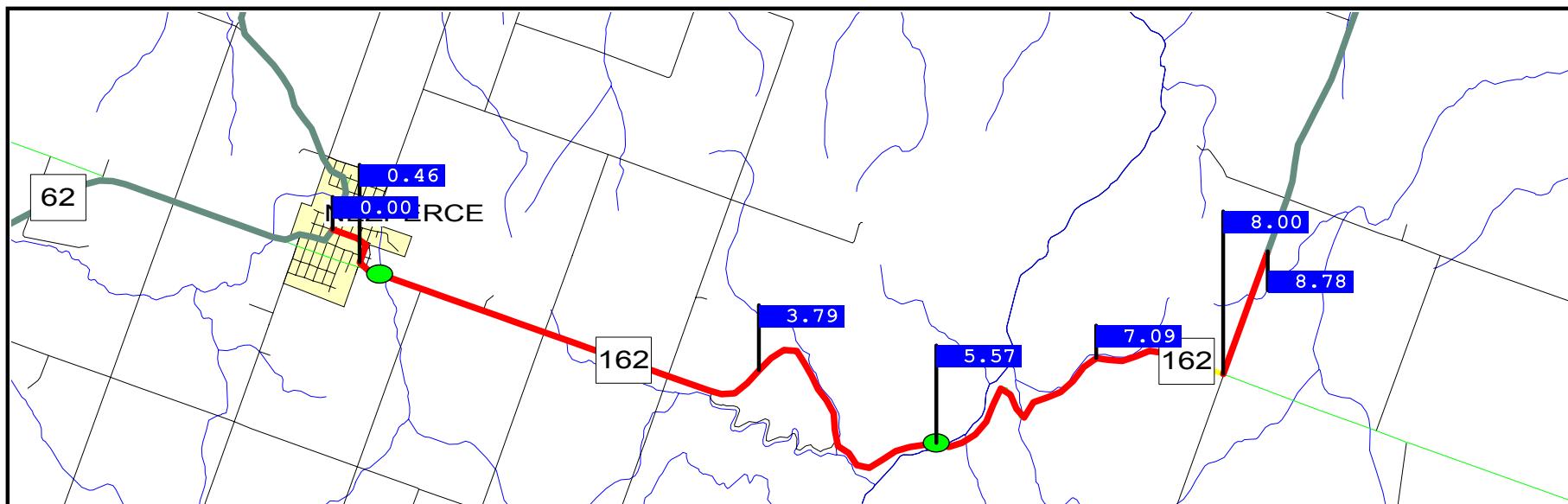
RURAL

MILEPOSTS	0.13 - 0.38
COUNTY	NEZ PERCE
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.250
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	5,100
ADT (FUTURE) -- 20 YEAR	6,385
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	1998
S/N OR D	2.5
PERCENT TRUCKS--PEAK	14
V/C RATIO	0.30
CRACK/ROUGH/FINAL INDEX	4.8/3.2/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$3,000
FOR CONSTRUCTION	\$99,000
TOTAL	\$102,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 9 5 0

030215



RURAL

MILEPOSTS	0.00 - 0.46	0.46 - 3.79	3.79 - 5.57	5.57 - 7.09	7.09 - 8.00	8.00 - 8.78
COUNTY	LEWIS	LEWIS	LEWIS	IDAHO	IDAHO	IDAHO
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.456	3.330	1.787	1.513	0.914	0.780
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	2	1	1	1	1	1
WIDTH	2	BITUMINOUS	STABILIZED	STABILIZED	STABILIZED	BITUMINOUS
MATERIAL TYPE	STABILIZED	BITUMINOUS	STABILIZED	STABILIZED	STABILIZED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	833	470	470	470	470	730
ADT (FUTURE) -- 20 YEAR	1,022	580	580	580	580	901
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	ONE LANE	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1964	1964	1964	1964	1964	1961
SEAL COAT YEAR	1995	1995	1995	1995	1995	1998
S/N OR D	3.7	3.7	3.7	3.7	3.7	3.4
PERCENT TRUCKS--PEAK	6	7	7	7	7	8
V/C RATIO	0.04	0.03	0.04	0.04	0.03	0.04
CRACK/ROUGH/FINAL INDEX	1.3/2.5/1.8	3.0/3.0/3.0	1.7/2.6/2.1	2.3/2.5/2.4	2.9/2.6/2.8	1.6/2.5/2.0

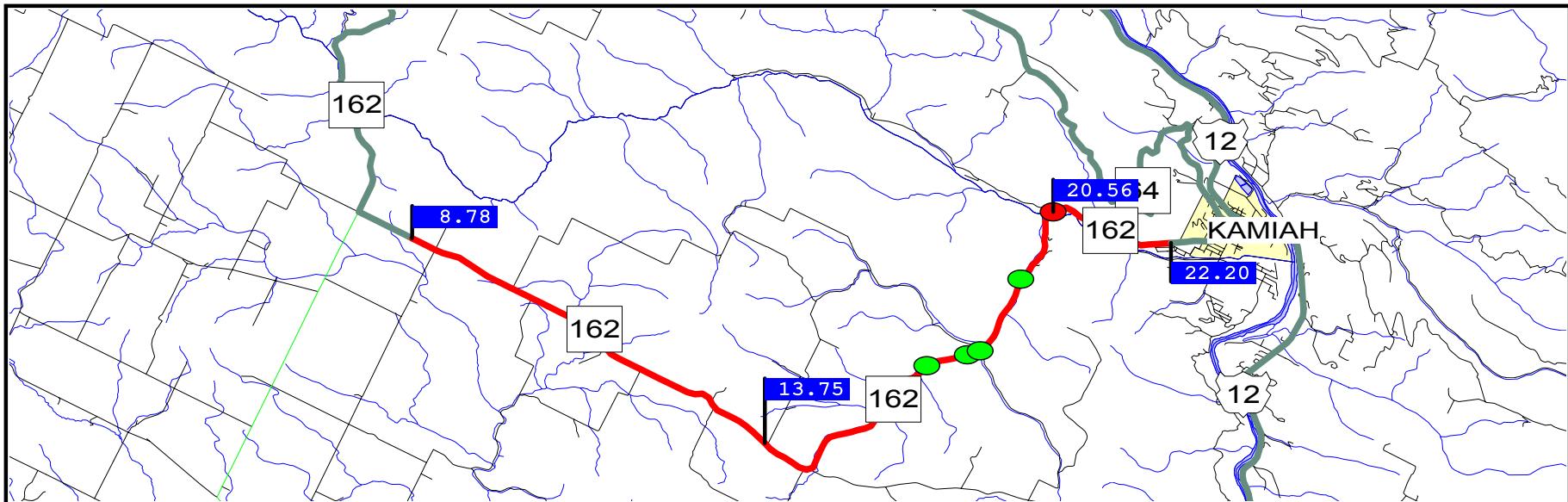
HIGHWAY IMPROVEMENT #1

PAGE 106

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURF W/SHLD/R IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2010	2003	2005	2009	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:			VERT ALIGNMENT			
SYSTEM DEFICIENCY:			SHLD WIDTH-R			
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$2,000	\$27,000	\$57,000	\$48,000	\$7,000	\$6,000
FOR CONSTRUCTION	\$100,000	\$819,000	\$1,072,000	\$908,000	\$225,000	\$192,000
TOTAL	\$102,000	\$846,000	\$1,129,000	\$956,000	\$232,000	\$198,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 9 5 0

030215



RURAL

MILEPOSTS	8.78 - 13.75	13.75 - 20.56	20.56 - 22.20
COUNTY	IDaho	IDaho	LEWIS
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	DENSE
SECTION LENGTH	4.968	6.815	1.636
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	22	24	24
MATERIAL TYPE	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER			
WIDTH	2	1	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	730	730	1,388
ADT (FUTURE) -- 20 YEAR	901	901	1,717
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	0000	1954	1954
SEAL COAT YEAR	1998	1998	1998
S/N OR D	2.3	1.7	1.6
PERCENT TRUCKS--PEAK	8	8	8
V/C RATIO	0.05	0.05	0.08
CRACK/ROUGH/FINAL INDEX	1.4/3.1/2.1	1.5/2.8/2.0	1.2/2.8/1.9

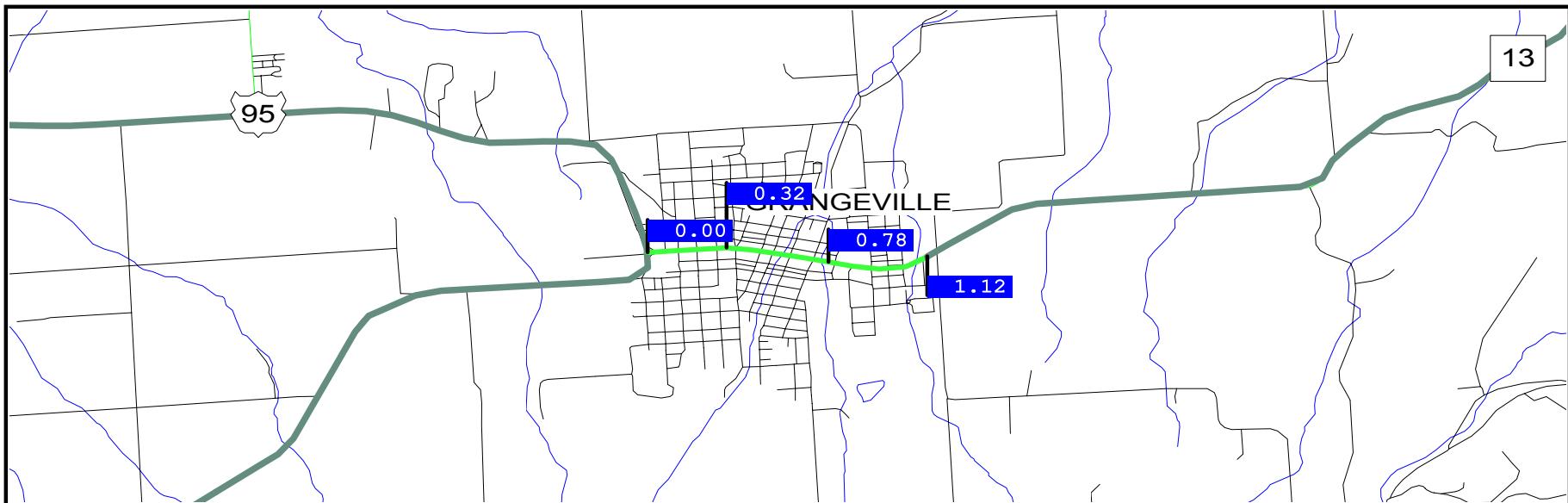
TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$149,000	\$55,000	\$13,000
FOR CONSTRUCTION	\$2,434,000	\$2,303,000	\$402,000
TOTAL	\$2,583,000	\$2,358,000	\$415,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

14930
 LAWYERS CANYON
 20.56
 2293
 2001
 9.5
 YES
 YES
 NO
 STRUC DEFICENT

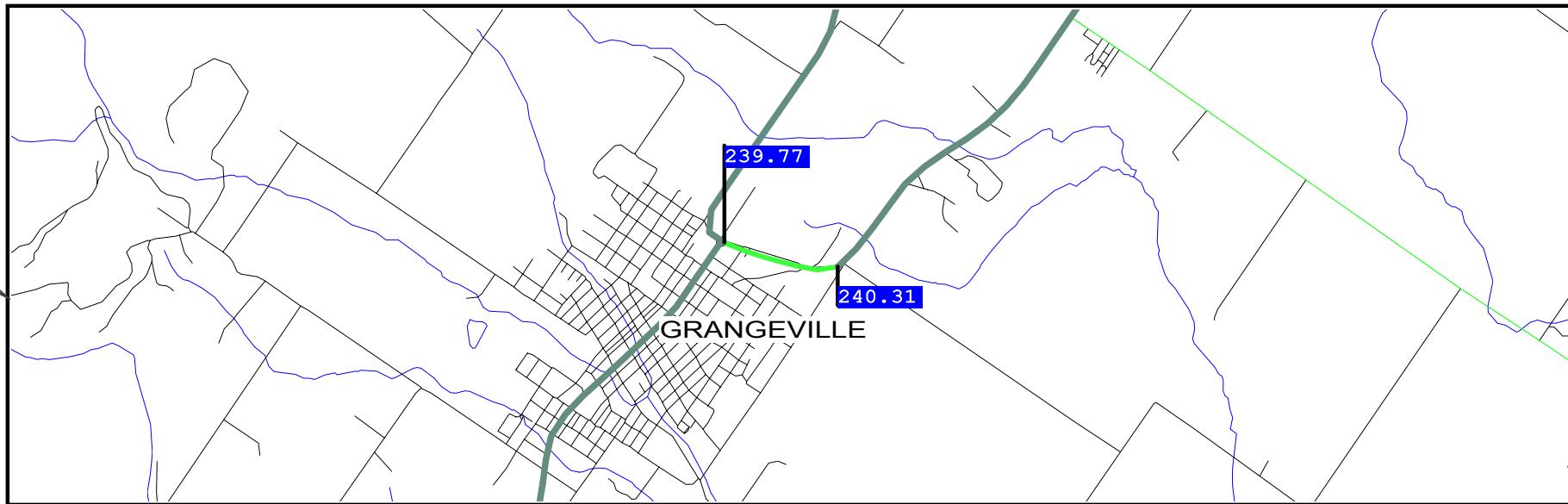
BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

URBAN

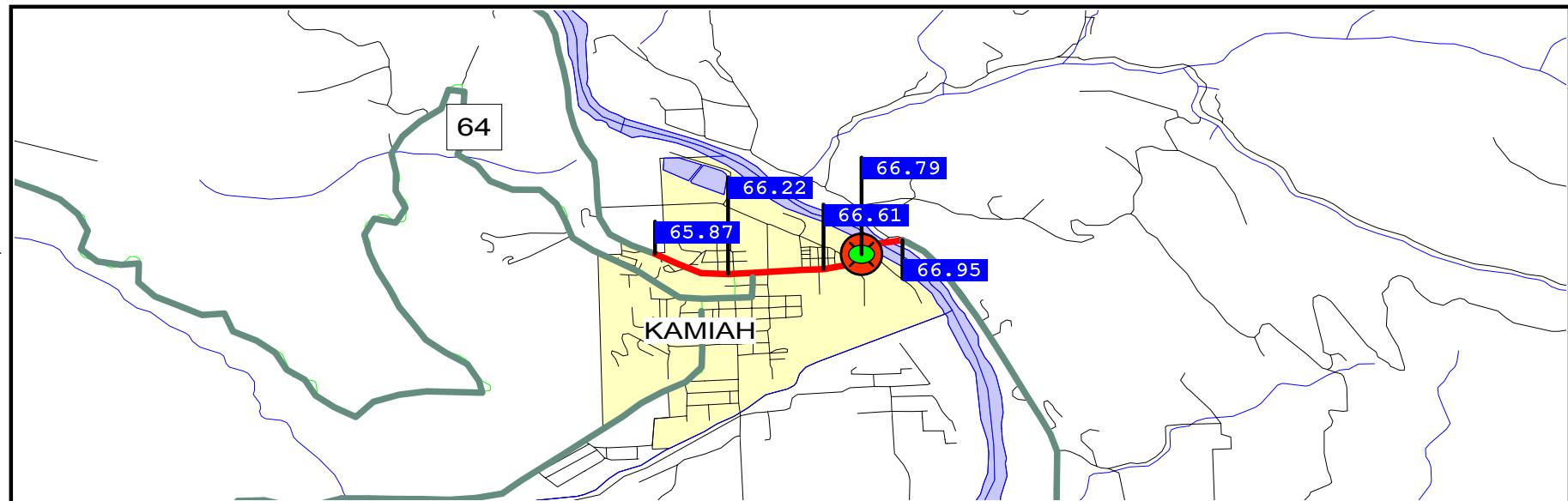


URBAN

	0.00 - 0.32	0.32 - 0.78	0.78 - 1.12
COUNTY	IDaho	IDaho	IDaho
URBAN AREA	GRANGEVILLE	GRANGEVILLE	GRANGEVILLE
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.323	0.455	0.342
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	6,603	6,406	4,518
ADT (FUTURE) -- 20 YEAR	8,858	8,594	6,061
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	NO
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1999	1999	1999
SEAL COAT YEAR	2002	2002	2002
S/N OR D	6.0	6.0	6.0
PERCENT TRUCKS--PEAK	8	7	8
V/C RATIO	0.26	0.35	0.18
CRACK/ROUGH/FINAL INDEX	5.0/2.3/3.9	5.0/2.4/3.9	5.0/2.5/4.0



MILEPOSTS	239.77 - 240.31
COUNTY	IDaho
URBAN AREA	GRANGEVILLE
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.537
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	3,388
ADT (FUTURE) -- 20 YEAR	4,956
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	1989
S/N OR D	6.0
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	4.5/3.3/3.9



URBAN

MILEPOSTS	65.87 - 66.22	66.22 - 66.62	66.61 - 66.79	66.79 - 66.95
COUNTY	LEWIS	LEWIS	LEWIS	IDAHO
URBAN AREA	KAMIAH	KAMIAH	KAMIAH	KAMIAH
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	YES	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.349	0.395	0.174	0.157
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	3	4	0	0
WIDTH	BITUMINOUS	BITUMINOUS	CURBED	CURBED
MATERIAL TYPE	--	--	--	--
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	2,693	5,355	5,000	5,000
ADT (FUTURE) -- 20 YEAR	3,955	7,772	7,285	7,285
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1978	1944	1944	1952
SEAL COAT YEAR	1996	1996	1996	1996
S/N OR D	1.6	1.7	1.7	2.1
PERCENT TRUCKS--PEAK	10	6	7	7
V/C RATIO	0.12	0.22	0.21	0.21
CRACK/ROUGH/FINAL INDEX	3.4/3.1/3.3	3.4/3.2/3.3	3.4/2.5/3.0	5.0/2.3/3.8

HIGHWAY IMPROVEMENT #1

PAGE 6

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2006	2006	2006	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$21,000	\$24,000	\$0	\$0
FOR CONSTRUCTION	\$99,000	\$112,000	\$40,000	\$36,000
TOTAL	\$120,000	\$136,000	\$40,000	\$36,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

 863818E
 1
 0
 5 TO 20
 ASPHALT

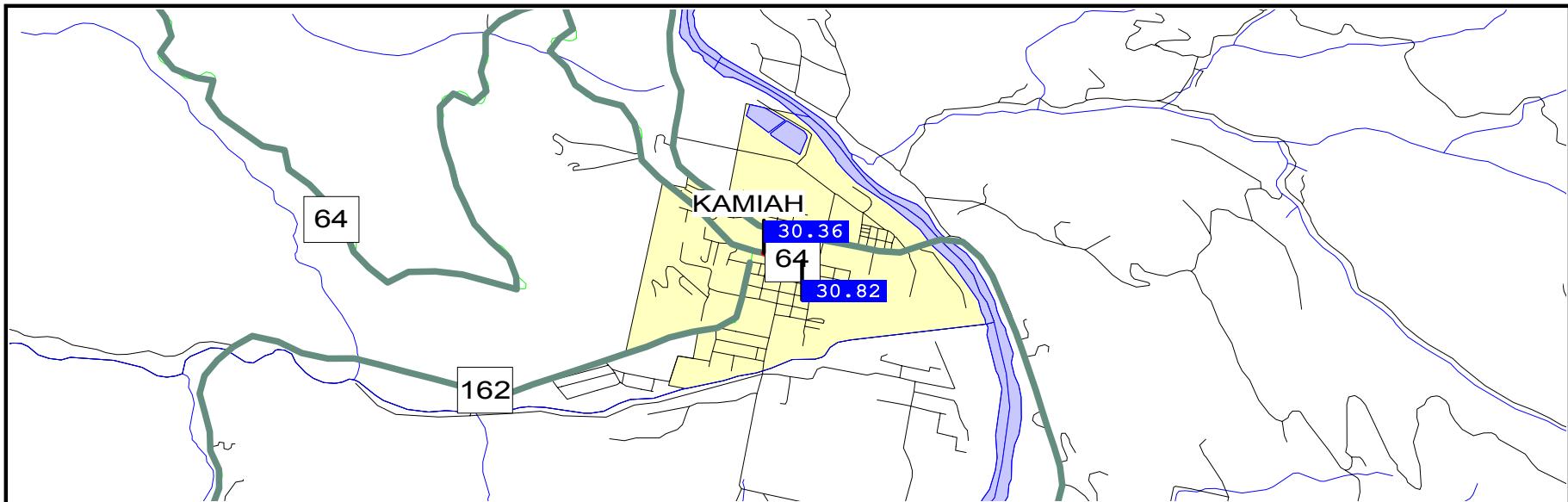
TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

 2
 2
 0
 2
 2
 0
 0
 1
 NO

R R C R O S S I N G I M P R O V E M E N T

 CHANGE SURFACE
 00
 SURFACE

 \$0
 \$60,000
 \$0
 \$60,000
 \$3,000
 RUBBER



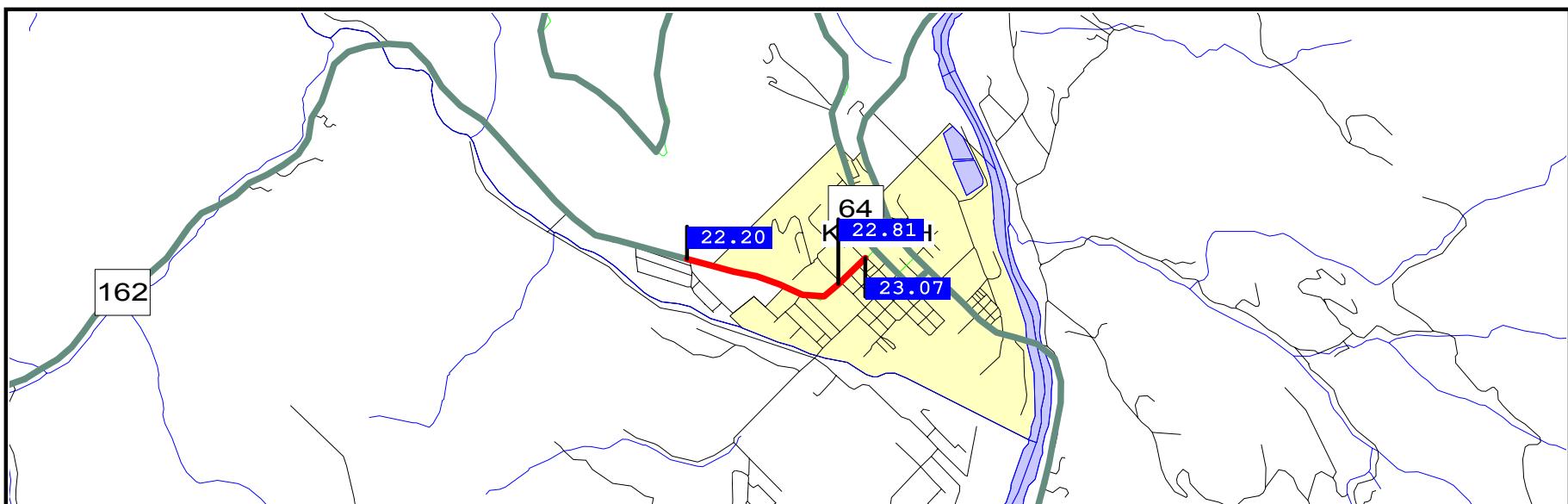
URBAN

MILEPOSTS	30.36 - 30.82
COUNTY	LEWIS
URBAN AREA	KAMIAH
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.462
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	20
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	1
MATERIAL TYPE	EARTH
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	572
ADT (FUTURE) -- 20 YEAR	695
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1932
SEAL COAT YEAR	1990
S/N OR D	2.3
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.03
CRACK/ROUGH/FINAL INDEX	1.2/3.0/1.9

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$151,000
FOR CONSTRUCTION	\$233,000
TOTAL	\$384,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

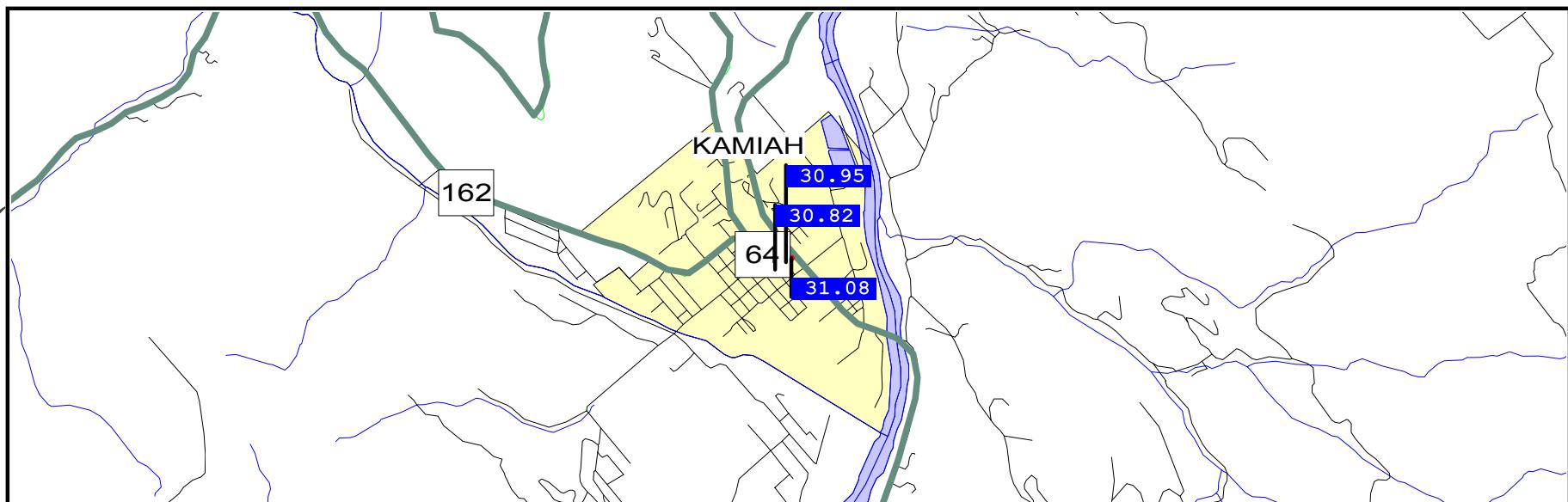


MILEPOSTS	22.20 - 22.81	22.81 - 23.06
COUNTY	LEWIS	LEWIS
URBAN AREA	KAMIAH	KAMIAH
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RESIDENTIAL
SECTION LENGTH	0.614	0.252
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	1,289	1,400
ADT (FUTURE) -- 20 YEAR	1,592	1,712
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1954	1954
SEAL COAT YEAR	1998	1998
S/N OR D	1.6	1.6
PERCENT TRUCKS--PEAK	7	4
V/C RATIO	0.05	0.06
CRACK/ROUGH/FINAL INDEX	1.4/3.1/2.0	1.9/3.1/2.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$37,000	\$15,000
FOR CONSTRUCTION	\$174,000	\$72,000
TOTAL	\$211,000	\$87,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



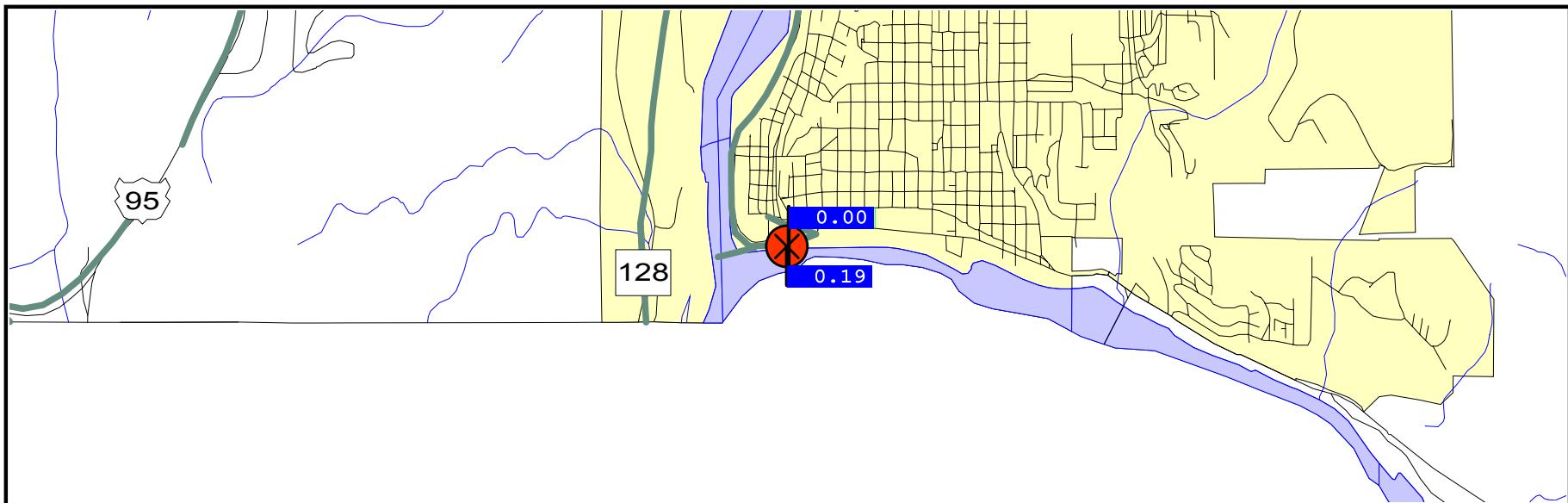
URBAN

	30.82 - 30.95	30.95 - 31.08
COUNTY	LEWIS	LEWIS
URBAN AREA	KAMIAH	KAMIAH
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.133	0.125
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER		
WIDTH	8	NA
MATERIAL TYPE	STABILIZED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	2,200	2,700
ADT (FUTURE) -- 20 YEAR	2,684	3,301
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1941	1941
SEAL COAT YEAR	1990	1990
S/N OR D	2.1	2.1
PERCENT TRUCKS--PEAK	3	4
V/C RATIO	0.09	0.12
CRACK/ROUGH/FINAL INDEX	1.5/2.1/1.7	1.5/1.9/1.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$31,000	\$29,000
TOTAL	\$31,000	\$29,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



MILEPOSTS	0.00 - 0.19
COUNTY	NEZ PERCE
URBAN AREA	LEWISTON
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.186
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	21,000
ADT (FUTURE) -- 20 YEAR	27,677
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1960
SEAL COAT YEAR	1983
S/N OR D	3.3
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.32
CRACK/ROUGH/FINAL INDEX	3.5/2.6/3.1

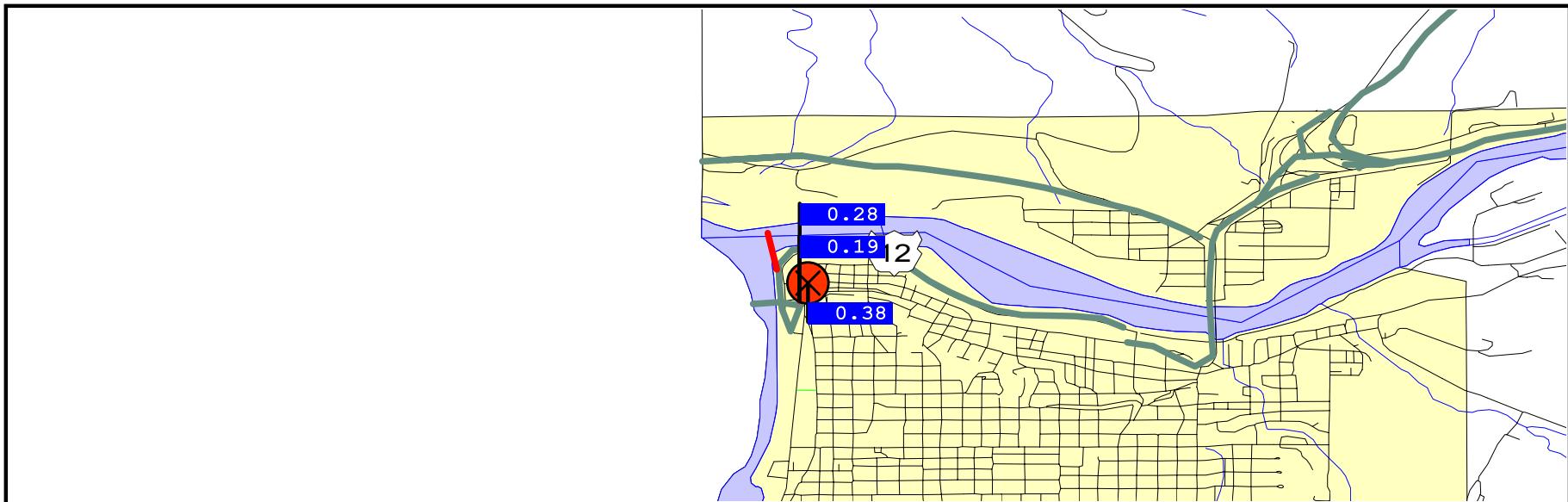
URBAN

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$121,000
TOTAL	\$121,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4

RR CROSSING NUMBER	872028X
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	1 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$120,000
ADMINISTRATIVE	\$6,000
TOI CROSSING SURFACE	RUBBER

 R R C R O S S I N G I M P R O V E M E N T



URBAN

MILEPOSTS	0.19 - 0.28	0.28 - 0.38
COUNTY	NEZ PERCE	NEZ PERCE
URBAN AREA	LEWISTON	LEWISTON
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	YES
STRUCTURES	NO	NO
URBAN LOCATION	FRINGE	FRINGE
SECTION LENGTH	0.089	0.106
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	2
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	10,863	5,300
ADT (FUTURE) -- 20 YEAR	14,317	6,985
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1978	1978
SEAL COAT YEAR	----	----
S/N OR D	1.8	1.8
PERCENT TRUCKS--PEAK	2	4
V/C RATIO	0.30	0.17
CRACK/ROUGH/FINAL INDEX	4.0/1.5/2.9	3.5/0.8/2.4

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$5,000
FOR CONSTRUCTION	\$29,000	\$30,000
TOTAL	\$29,000	\$35,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE

TYPES OF CONTROLS

FLASHING LIGHTS
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS

SPEED SELECTION

872038D
1
0
2 TO 20
RUBBER

0
0
2
2
0
0
0
NO

R R C R O S S I N G I M P R O V E M E N T

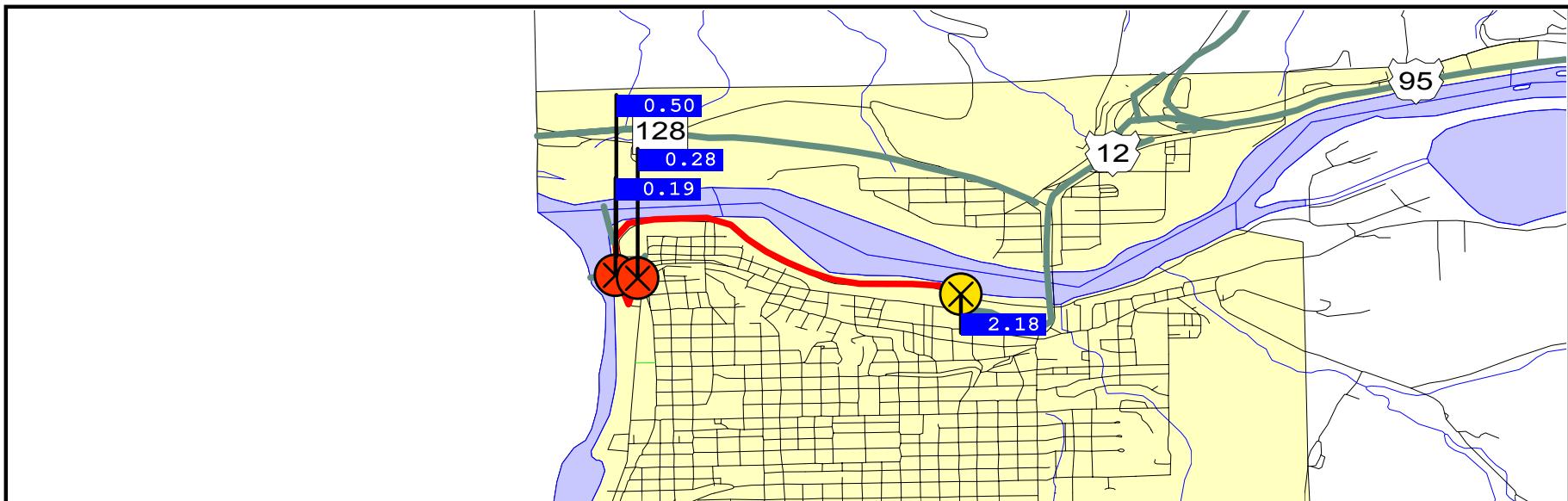
TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

FLASHING LIGHTS
00
FLASHING LIGHTS

\$150,000
\$0
\$0
\$150,000
\$7,500
RUBBER

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 8 9 0

030215



URBAN

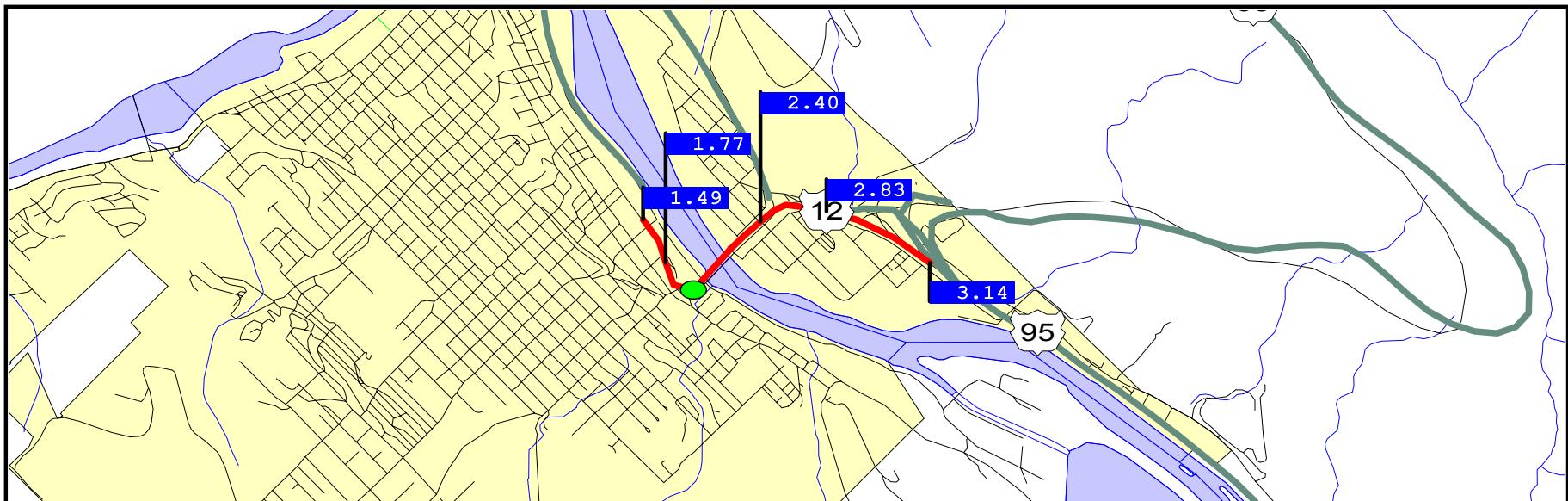
	0.19 - 0.28	0.28 - 0.50	0.50 - 2.18
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE
URBAN AREA	LEWISTON	LEWISTON	LEWISTON
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	YES	NO	YES
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	FRINGE	FRINGE
SECTION LENGTH	0.094	0.225	1.680
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	3	4
MATERIAL TYPE	CURBED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	5,974	5,500	6,556
ADT (FUTURE) -- 20 YEAR	9,160	7,843	9,348
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	NO
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLANT MIX SEAL	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1978	1995	1995
SEAL COAT YEAR	1983	1983	1983
S/N OR D	1.8	2.6	2.6
PERCENT TRUCKS--PEAK	19	11	9
V/C RATIO	0.20	0.18	0.22
CRACK/ROUGH/FINAL INDEX	4.5/1.4/3.2	4.0/2.3/3.3	3.5/2.9/3.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010	2008	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$10,000	\$77,000
FOR CONSTRUCTION	\$31,000	\$64,000	\$477,000
TOTAL	\$31,000	\$74,000	\$554,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

RR CROSSING NUMBER	872042T	872016D
TOTAL THROUGH TRAINS	1	2
TOT SWITCHING TRAINS	0	4
SPEED RANGE	3 TO 20	10 TO 20
CROSSING SURFACE TYPE	RUBBER	RUBBER
TYPES OF CONTROLS		
FLASHING LIGHTS	0	4
CANT OVER ROAD	0	2
MAST MOUNTED	0	2
GATES	0	2
RED/WHITE REFLCT.	0	2
SIGNS	2	2
REFLECT. XBUCKS	2	2
HWY TRAFFIC SIGNAL	0	0
WIGWAGS	0	0
BELLS	0	1
SPEED SELECTION	NOT APPLICABLE	NO
R R C R O S S I N G I M P R O V E M E N T		
TYPE OF IMPROVEMENT	FLASHING LIGHTS	
YEAR OF IMPROVEMENT	00	
RR XING DEFICIENCY	FLASHING LIGHTS	
COST OF IMPROVEMENT		
COST CONTROL	\$150,000	
SURFACE	\$0	
CIRCUITRY	\$0	
TOTAL (EXCL ADMIN)	\$150,000	
ADMINISTRATIVE	\$7,500	
TOI CROSSING SURFACE	RUBBER	



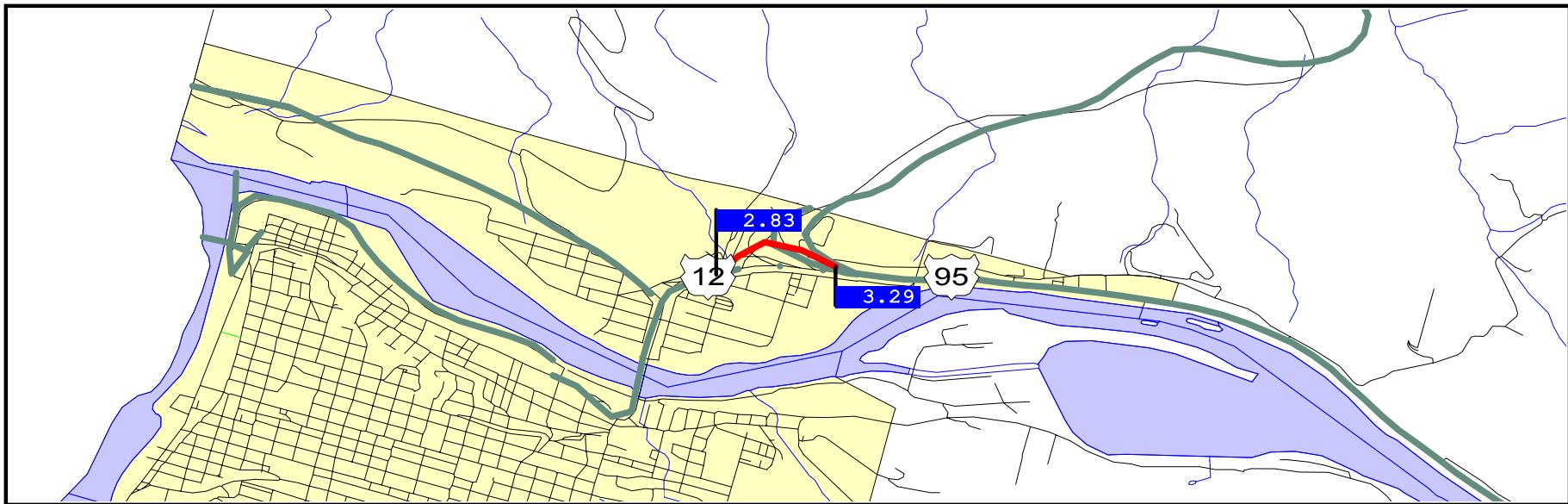
URBAN

MILEPOSTS	1.49 - 1.77	1.77 - 2.40	2.40 - 2.83	2.83 - 3.14
COUNTY	NEZ PERCE	NEZ PERCE	NEZ PERCE	NEZ PERCE
URBAN AREA	LEWISTON	LEWISTON	LEWISTON	LEWISTON
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.277	0.635	0.428	0.309
NUM OF LANES (EXISTING)	4	4	4	2
LANES				
WIDTH	48	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	0	0	0	5
MATERIAL TYPE	CURBED	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	10
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	13,000	28,000	23,825	6,000
ADT (FUTURE) -- 20 YEAR	17,133	36,903	31,400	7,908
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992	1951	1951	1962
SEAL COAT YEAR	1983	1983	----	----
S/N OR D	3.5	2.2	2.2	2.1
PERCENT TRUCKS--PEAK	5	5	5	21
V/C RATIO	0.20	0.42	0.38	0.16
CRACK/ROUGH/FINAL INDEX	4.5/2.3/3.5	5.0/2.5/3.9	4.5/3.1/3.8	3.5/3.5/3.5

HIGHWAY IMPROVEMENT #1

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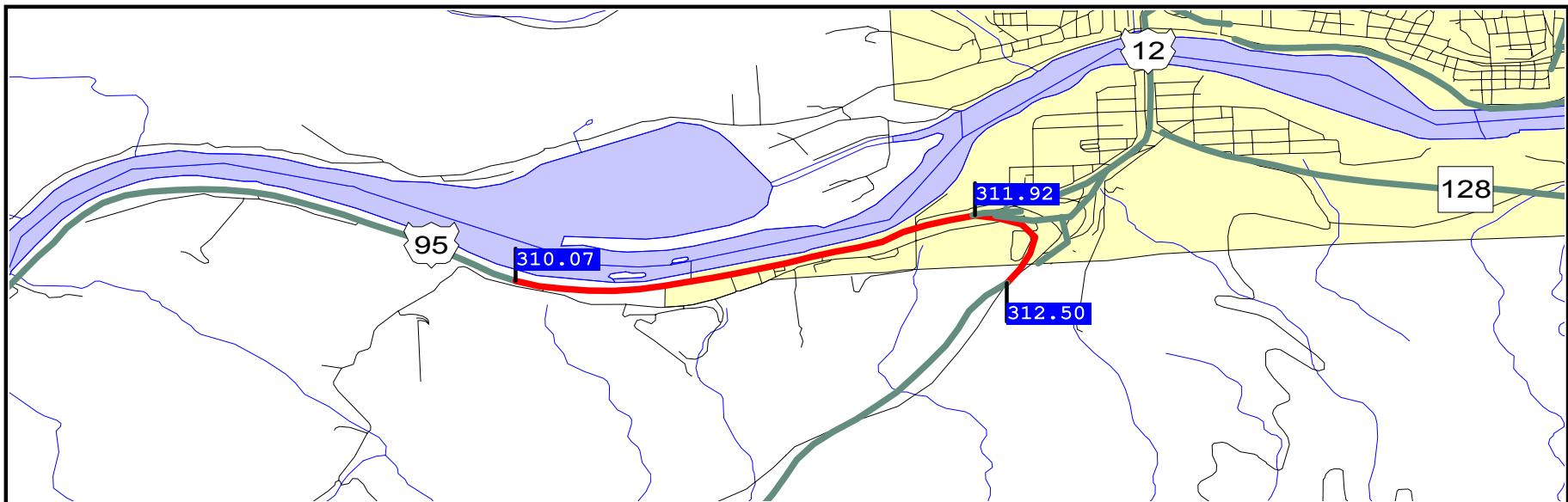
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2011	2010	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:				SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$0	\$19,000
FOR CONSTRUCTION	\$181,000	\$414,000	\$199,000	\$88,000
TOTAL	\$181,000	\$414,000	\$199,000	\$107,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4	2



MILEPOSTS	2.83 - 3.29
COUNTY	NEZ PERCE
URBAN AREA	LEWISTON
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.459
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	12
PARKING	NONE
ADT (CURRENT)	6,300
ADT (FUTURE) -- 20 YEAR	9,660
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1962
SEAL COAT YEAR	----
S/N OR D	2.1
PERCENT TRUCKS--PEAK	20
V/C RATIO	0.17
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4

URBAN

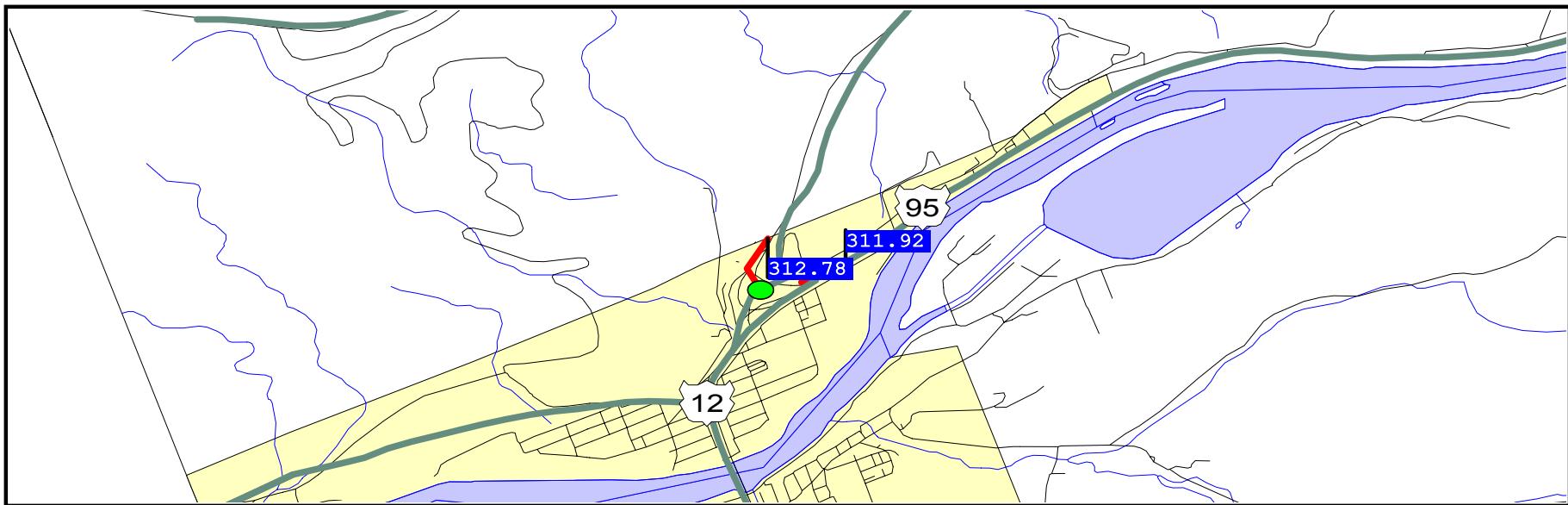
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$106,000
TOTAL	\$106,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2



URBAN

MILEPOSTS	310.07 - 311.92	311.92 - 312.50
COUNTY	NEZ PERCE	NEZ PERCE
URBAN AREA	LEWISTON	LEWISTON
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	1.850	0.580
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	8	3
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	32	6
PARKING	NONE	NONE
ADT (CURRENT)	13,202	800
ADT (FUTURE) -- 20 YEAR	19,312	1,173
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1994	1990
SEAL COAT YEAR	1984	----
S/N OR D	3.2	1.4
PERCENT TRUCKS--PEAK	8	9
V/C RATIO	0.22	0.03
CRACK/ROUGH/FINAL INDEX	4.8/3.7/4.3	4.5/2.9/3.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$178,000	\$27,000
FOR CONSTRUCTION	\$3,411,000	\$165,000
TOTAL	\$3,589,000	\$192,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	2



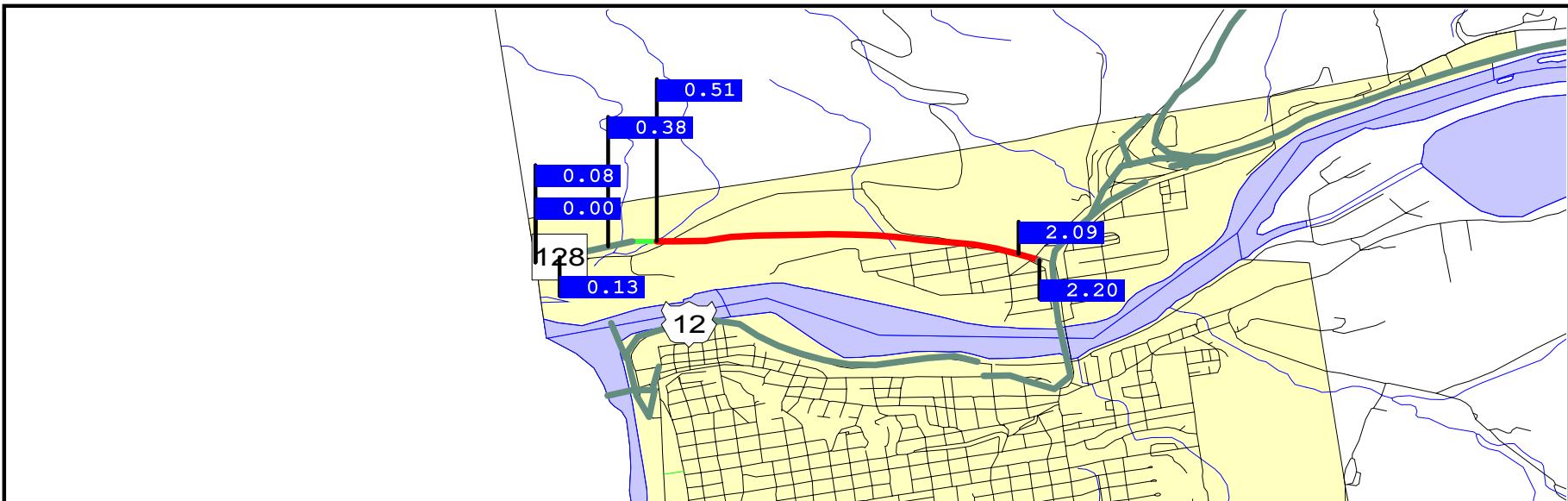
URBAN

MILEPOSTS	311.92 - 312.78
COUNTY	NEZ PERCE
URBAN AREA	LEWISTON
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.860
NUM OF LANES (EXISTING)	1
LANES	
WIDTH	12
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	2
PARKING	NONE
ADT (CURRENT)	1,350
ADT (FUTURE) -- 20 YEAR	2,070
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1979
SEAL COAT YEAR	----
S/N OR D	3.5
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	3.5/3.1/3.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$20,000
FOR CONSTRUCTION	\$122,000
TOTAL	\$142,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	1

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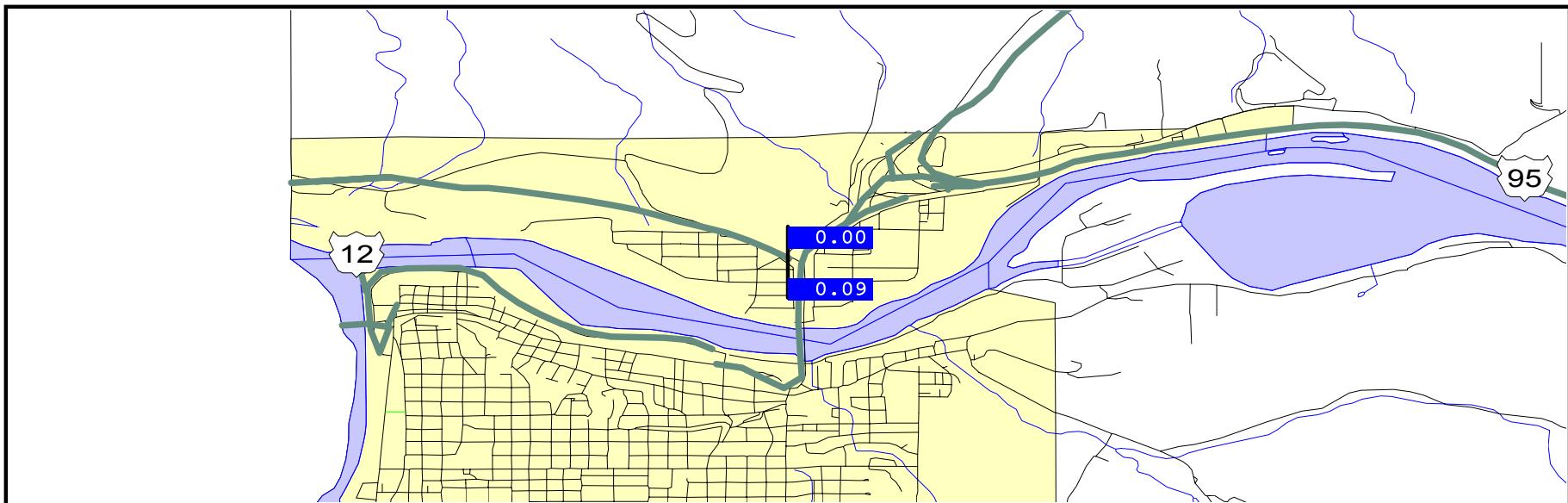
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URBAN

	0.00 - 0.08	0.08 - 0.13	0.38 - 0.51	0.51 - 2.09	2.09 - 2.20
COUNTY	NEZ PERCE				
URBAN AREA	LEWISTON	LEWISTON	LEWISTON	LEWISTON	LEWISTON
HIGHWAY DISTRICT #	2	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	RURAL IN CHAR.	RURAL IN CHAR.	OUTLYNG BUS DIS
SECTION LENGTH	0.075	0.050	0.136	1.582	0.105
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER	3	3	3	2	3
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
MATERIAL TYPE	--	--	--	--	--
MEDIAN WIDTH	---	---	---	---	---
PARKING	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	5,100	5,100	5,100	5,617	4,300
ADT (FUTURE) -- 20 YEAR	6,335	6,335	6,385	7,019	5,480
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994	1997	1997	1990	1990
SEAL COAT YEAR	1998	1998	1998	1998	1998
S/N OR D	3.5	3.7	3.7	1.4	1.4
PERCENT TRUCKS--PEAK	10	10	14	13	21
V/C RATIO	0.16	0.16	0.16	0.18	0.14
CRACK/ROUGH/FINAL INDEX	4.3/3.7/4.0	4.8/2.9/4.0	4.8/3.3/4.2	3.0/3.0/3.0	4.0/2.3/3.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2007	RESURFACE WITH SHLD IMPROVMENT 2010
YEAR OF IMPROVEMENT	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:		
SYSTEM DEFICIENCY:		
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$95,000	\$5,000
FOR CONSTRUCTION	\$449,000	\$30,000
TOTAL	\$544,000	\$35,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

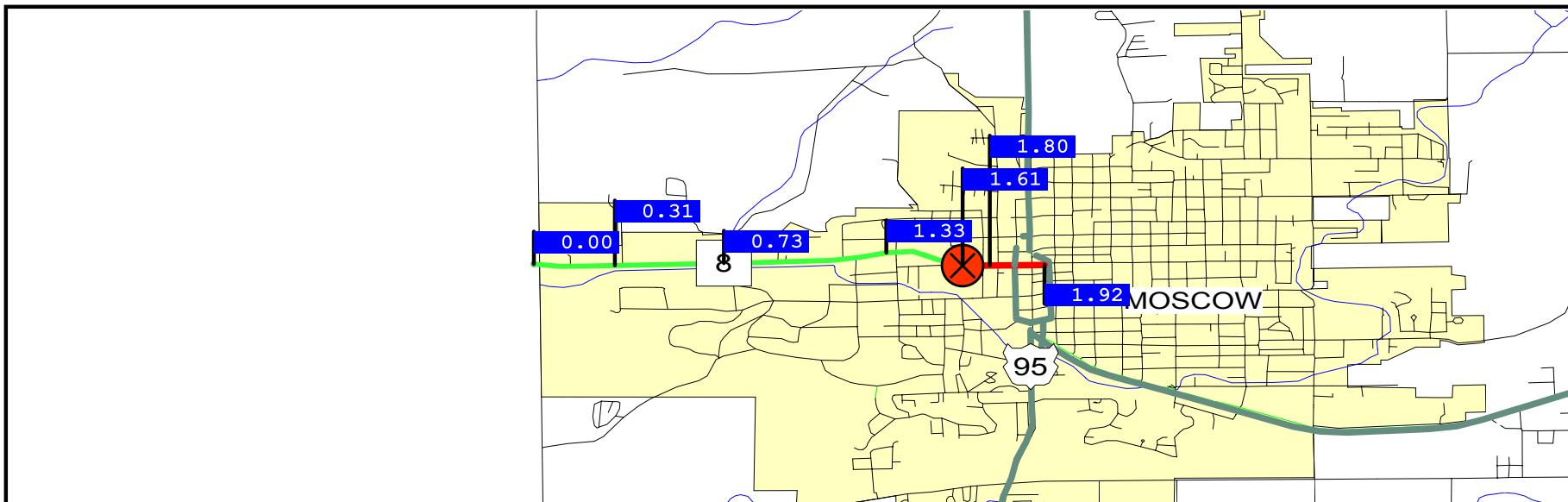


URBAN

MILEPOSTS	0.00 - 0.09
COUNTY	NEZ PERCE
URBAN AREA	LEWISTON
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.095
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	2,900
ADT (FUTURE) -- 20 YEAR	3,609
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	----
S/N OR D	3.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	4.5/2.3/3.6

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 8 7 0

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URBAN

	0.00 - 0.31	0.31 - 0.73	0.73 - 1.33	1.33 - 1.61	1.61 - 1.80	1.80 - 1.92
COUNTY	LATAH	LATAH	LATAH	LATAH	LATAH	LATAH
URBAN AREA	MOSCOW	MOSCOW	MOSCOW	MOSCOW	MOSCOW	MOSCOW
HIGHWAY DISTRICT #	2	2	2	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	YES	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	OUTLYNG BUS DIS	OUTLYNG BUS DIS	FRINGE	FRINGE
SECTION LENGTH	0.307	0.419	0.608	0.275	0.188	0.120
NUM OF LANES (EXISTING)	4	4	4	4	2	4
LANES	48	48	48	48	24	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
SHOULDER	0	0	0	0	NA	NA
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	---	---	---	---	---	---
PARKING	NONE	NONE	NONE	NONE	ONE SIDE	BOTH SIDES
ADT (CURRENT)	17,529	19,000	22,000	21,502	21,237	14,000
ADT (FUTURE) -- 20 YEAR	34,410	37,298	38,443	37,573	37,110	21,466
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	PARTIAL LANE	TWO LANES	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1983	1983	1983	1983	1983	1983
SEAL COAT YEAR	1999	1999	1999	1999	----	----
S/N OR D	4.2	4.2	4.2	4.2	4.0	4.4
PERCENT TRUCKS--PEAK	3	2	2	3	3	5
V/C RATIO	0.54	0.32	0.41	0.33	2.19	0.62
CRACK/ROUGH/FINAL INDEX	5.0/2.9/4.0	5.0/3.2/4.2	5.0/2.8/4.0	4.5/2.4/3.6	3.3/2.2/2.8	2.2/0.9/1.6

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2009	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$61,000	\$78,000
TOTAL	\$61,000	\$78,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4

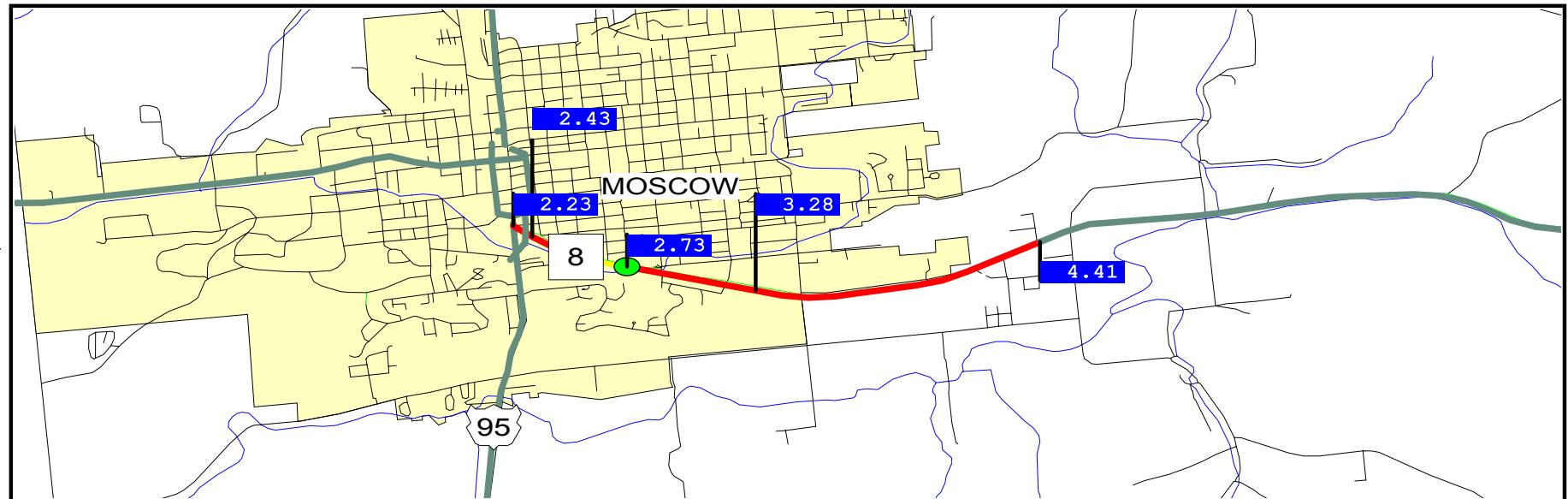
RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

RR CROSSING NUMBER	807821M
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
00
LIGHTS/GATES
\$169,600
\$60,000
\$0
\$229,600
\$11,480
RUBBER



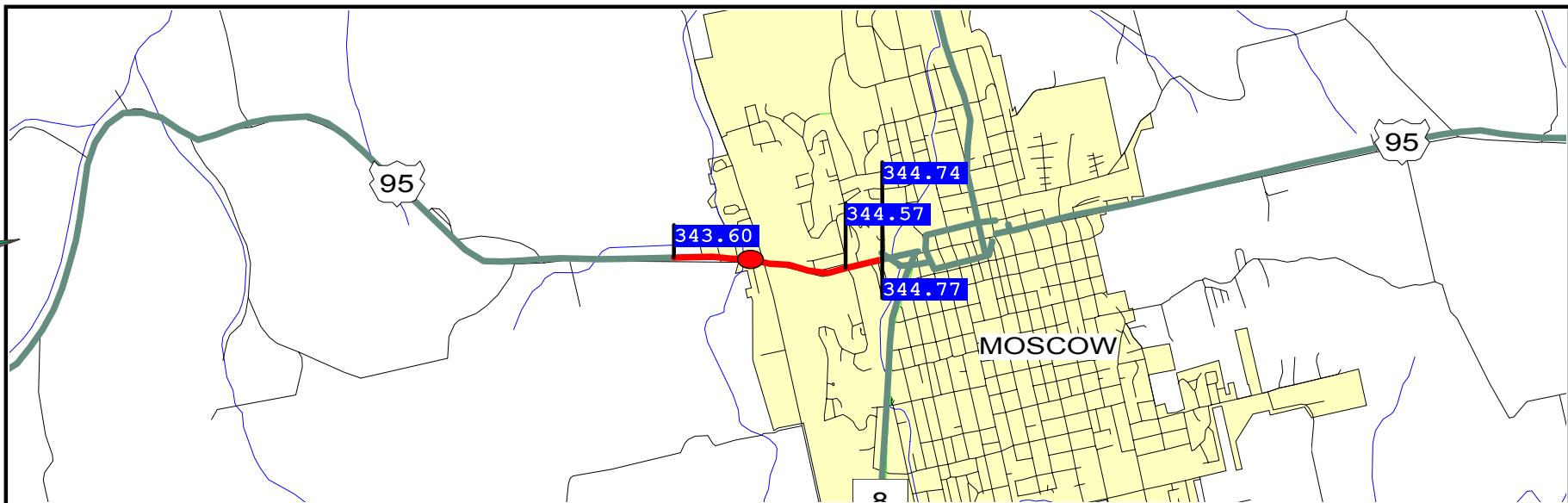
URBAN

	2.23 - 2.43	2.43 - 2.73	2.73 - 3.28	3.28 - 4.41
COUNTY	LATAH	LATAH	LATAH	LATAH
URBAN AREA	MOSCOW	MOSCOW	MOSCOW	MOSCOW
HIGHWAY DISTRICT #	2	2	2	2
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	RESIDENTIAL
SECTION LENGTH	0.194	0.301	0.550	1.134
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	0	4	3	3
WIDTH	--	--	--	--
MATERIAL TYPE	CURBED	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	14,000	14,298	9,557	7,078
ADT (FUTURE) -- 20 YEAR	19,963	20,388	13,628	9,038
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX
YEAR OF IMPROVEMENT	1983	1983	1983	1983
SEAL COAT YEAR	1990	1990	1990	1990
S/N OR D	2.9	2.9	2.9	2.9
PERCENT TRUCKS--PEAK	4	4	4	4
V/C RATIO	0.49	0.52	0.33	0.26
CRACK/ROUGH/FINAL INDEX	5.0/2.0/3.8	3.4/3.1/3.3	2.5/3.1/2.7	3.8/3.4/3.6

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013	2008	2005	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:				
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$14,000	\$25,000	\$68,000
FOR CONSTRUCTION	\$63,000	\$85,000	\$156,000	\$322,000
TOTAL	\$63,000	\$99,000	\$181,000	\$390,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



URBAN

	343.60 - 344.57	344.57 - 344.74	344.74 - 344.77
COUNTY	LATAH	LATAH	LATAH
URBAN AREA	MOSCOW	MOSCOW	MOSCOW
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.967	0.177	0.022
NUM OF LANES (EXISTING)	2	4	2
LANES			
WIDTH	24	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	3	8	0
MATERIAL TYPE	COMBINATION	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	8,805	16,000	16,000
ADT (FUTURE) -- 20 YEAR	12,779	23,131	23,131
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1971	1979	1979
SEAL COAT YEAR	1984	----	----
S/N OR D	4.1	6.0	6.0
PERCENT TRUCKS--PEAK	6	4	4
V/C RATIO	0.32	0.24	0.51
CRACK/ROUGH/FINAL INDEX	3.8/2.8/3.4	2.9/3.1/3.0	5.0/3.1/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2013	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$44,000	\$0
FOR CONSTRUCTION	\$275,000	\$82,000
TOTAL	\$319,000	\$82,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4

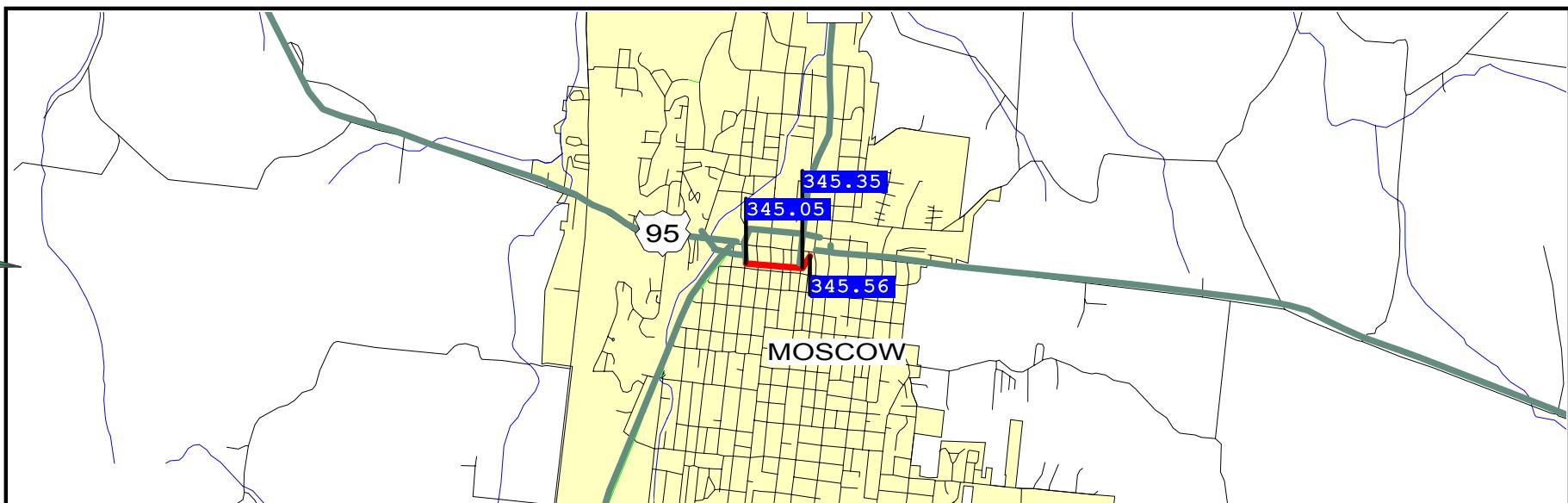
STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	18510
FEATURES	S.FK.PALOUSE R
MILEPOST	344.00
SQUARE FOOTAGE	1206
PROGRAMMED YEAR	2001
SUFFICIENCY RATING	41.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	FUNCT OBSOLETE



URBAN

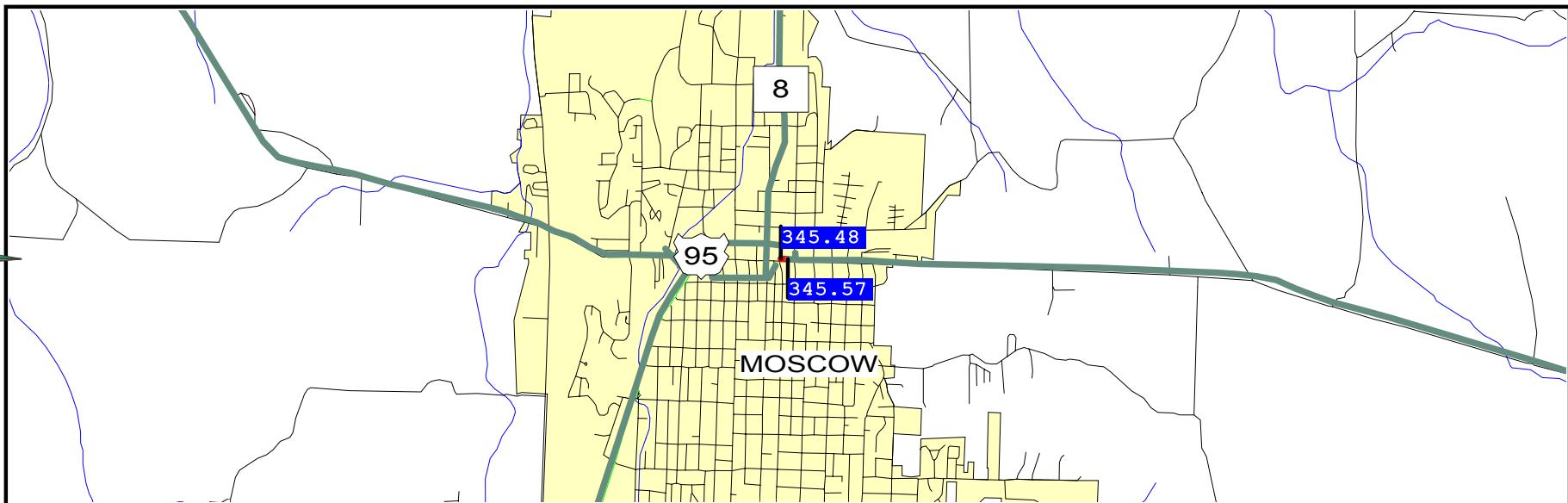
MILEPOSTS 344.77 - 345.02
 COUNTY LATAH
 URBAN AREA MOSCOW
 HIGHWAY DISTRICT # 2
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS NO
 STRUCTURES YES
 URBAN LOCATION FRINGE
 SECTION LENGTH 0.250
 NUM OF LANES (EXISTING) 3
 LANES
 WIDTH 36
 MATERIAL TYPE RIGID PLAIN JNT
 SHOULDER
 WIDTH NA
 MATERIAL TYPE CURBED
 MEDIAN WIDTH --
 PARKING ONE SIDE
 ADT (CURRENT) 12,462
 ADT (FUTURE) -- 20 YEAR 17,981
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? NO
 AVE. 5 YR. ACC. NOS. .
 PAVEMENT IMPROVEMENT NO INFORMATION
 YEAR OF IMPROVEMENT 0000
 SEAL COAT YEAR ----
 S/N OR D 6
 PERCENT TRUCKS--PEAK 4
 V/C RATIO 0.26
 CRACK/ROUGH/FINAL INDEX 5.0/1.8/3.6



URBAN

	345.05 - 345.35	345.35 - 345.56
COUNTY	LATAH	LATAH
URBAN AREA	MOSCOW	MOSCOW
HIGHWAY DISTRICT #	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.298	0.211
NUM OF LANES (EXISTING)	3	3
LANES		
WIDTH	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	NONE
ADT (CURRENT)	12,487	7,717
ADT (FUTURE) -- 20 YEAR	17,946	11,113
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1979	1991
SEAL COAT YEAR	----	----
S/N OR D	3.7	6.6
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.26	0.14
CRACK/ROUGH/FINAL INDEX	2.8/1.8/2.4	3.1/1.9/2.6

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2005	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$146,000	\$103,000
TOTAL	\$146,000	\$103,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	3



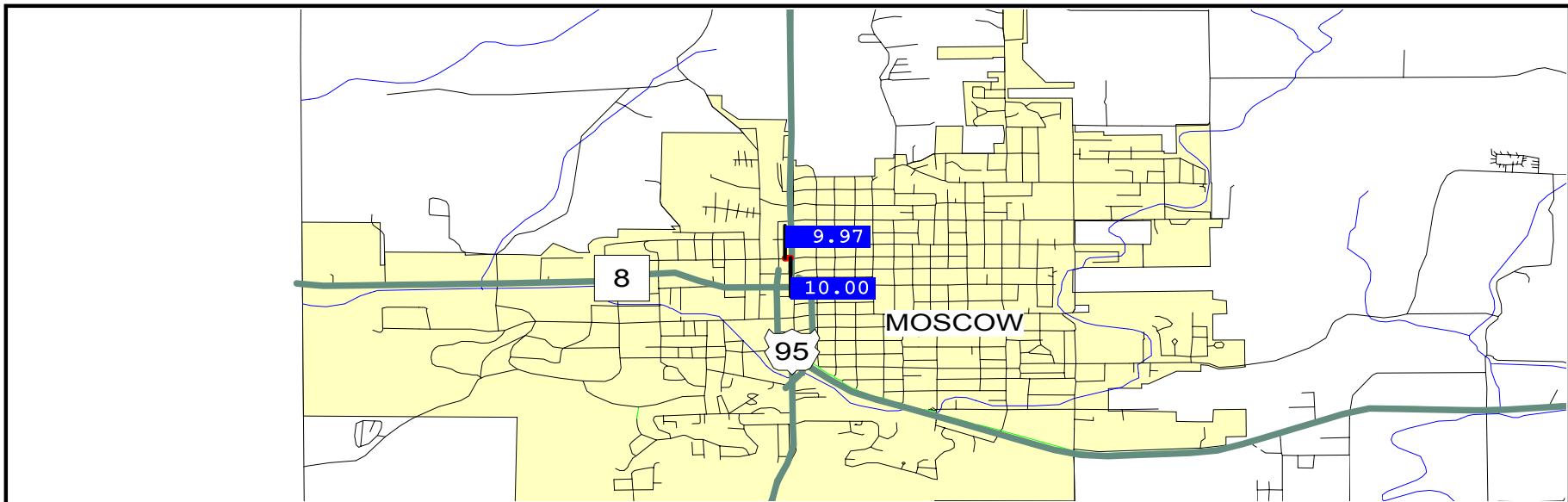
URBAN

MILEPOSTS	345.48 - 345.57
COUNTY	LATAH
URBAN AREA	MOSCOW
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.086
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	9,500
ADT (FUTURE) -- 20 YEAR	13,283
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1991
SEAL COAT YEAR	----
S/N OR D	6.6
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.29
CRACK/ROUGH/FINAL INDEX	2.5/1.9/2.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$20,000
TOTAL	\$20,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

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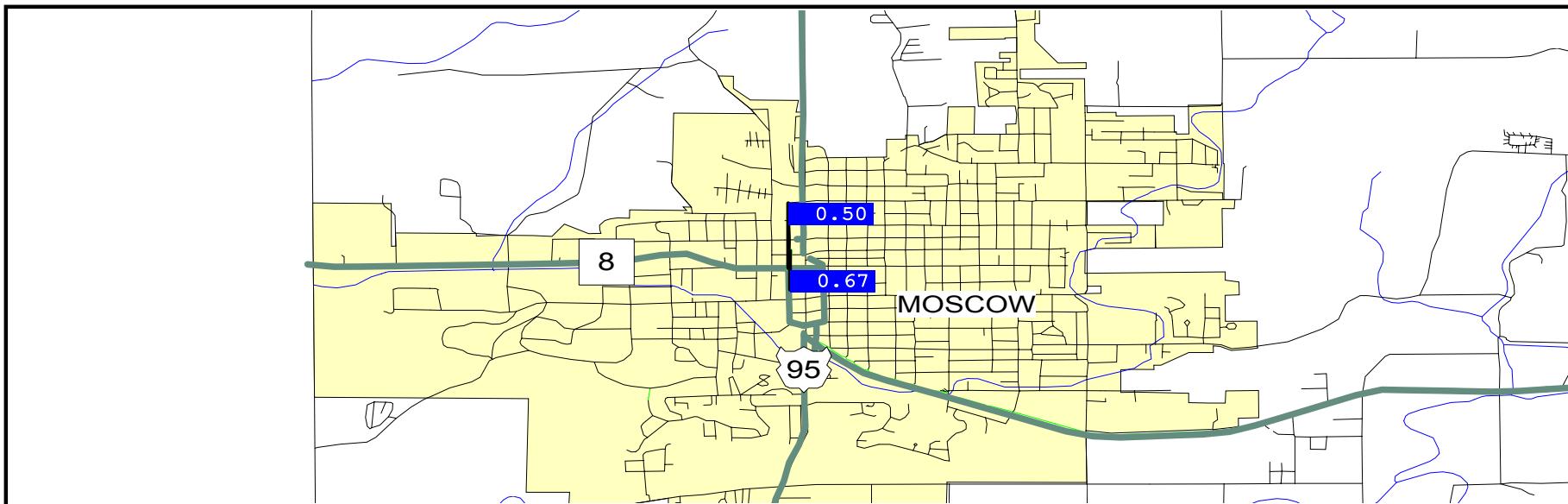
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URBAN

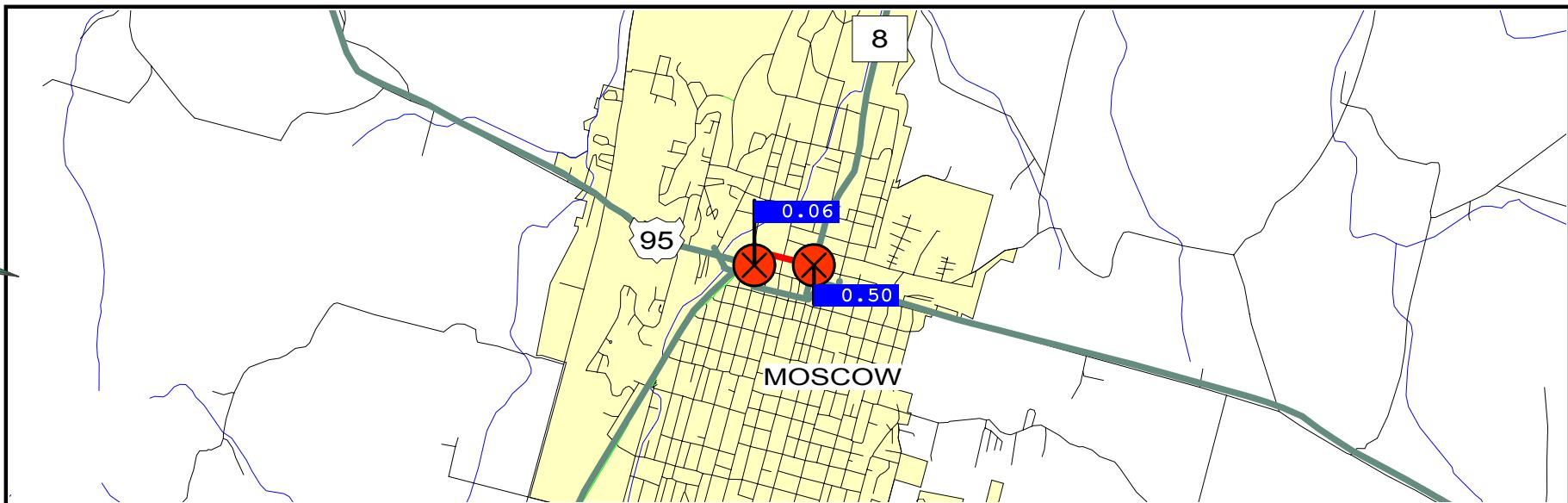
MILEPOSTS	9.97 - 10.00
COUNTY	LATAH
URBAN AREA	MOSCOW
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.030
NUM OF LANES (EXISTING)	1
LANES	
WIDTH	12
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	1,100
ADT (FUTURE) -- 20 YEAR	1,450
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.3
PERCENT TRUCKS--PEAK	19
V/C RATIO	0.06
CRACK/ROUGH/FINAL INDEX	5.0/1.9/3.8

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$5,000
TOTAL	\$5,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	1



URBAN

MILEPOSTS	0.50 - 0.67
COUNTY	LATAH
URBAN AREA	MOSCOW
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.170
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	RIGID PLAIN JNT
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	10,000
ADT (FUTURE) -- 20 YEAR	13,180
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992
SEAL COAT YEAR	----
S/N OR D	6
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	4.0/2.4/3.3



URBAN

MILEPOSTS	0.06 - 0.50
COUNTY	LATAH
URBAN AREA	MOSCOW
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.437
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	RIGID PLAIN JNT
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	10,878
ADT (FUTURE) -- 20 YEAR	16,679
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1979
SEAL COAT YEAR	----
S/N OR D	6
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.23
CRACK/ROUGH/FINAL INDEX	3.0/1.4/2.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$214,000
TOTAL	\$214,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	3

RR CROSSING NUMBER	066306N
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	0 TO 20
CROSSING SURFACE TYPE	FULLWOOD PLANK
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	1
REFLECT. XBUCKS	1
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	FLASHING LIGHTS
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	FLASHING LIGHTS
COST OF IMPROVEMENT	
COST CONTROL	\$150,000
SURFACE	\$90,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$240,000
ADMINISTRATIVE	\$12,000
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

RR CROSSING NUMBER	807813V
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

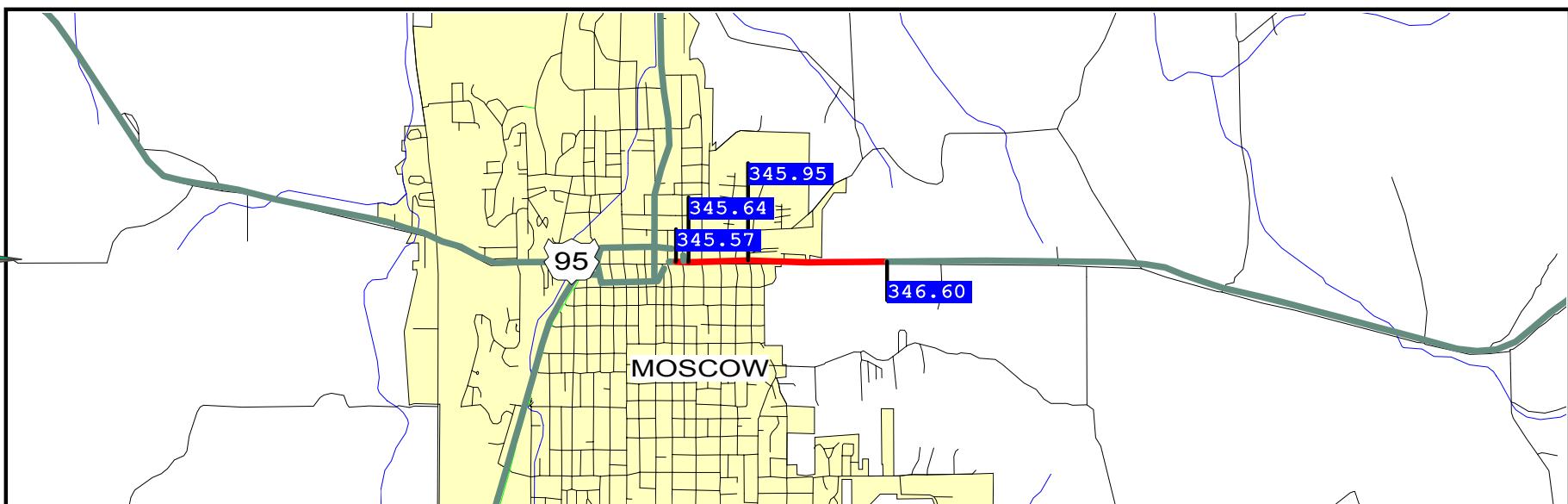
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$169,600
SURFACE	\$90,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$259,600
ADMINISTRATIVE	\$12,980
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T



URBAN

MILEPOSTS	2.14 - 2.23
COUNTY	LATAH
URBAN AREA	MOSCOW
HIGHWAY DISTRICT #	2
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.090
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	30
ADT (FUTURE) -- 20 YEAR	46
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	0
V/C RATIO	0.01
CRACK/ROUGH/FINAL INDEX	5.0/2.0/3.5



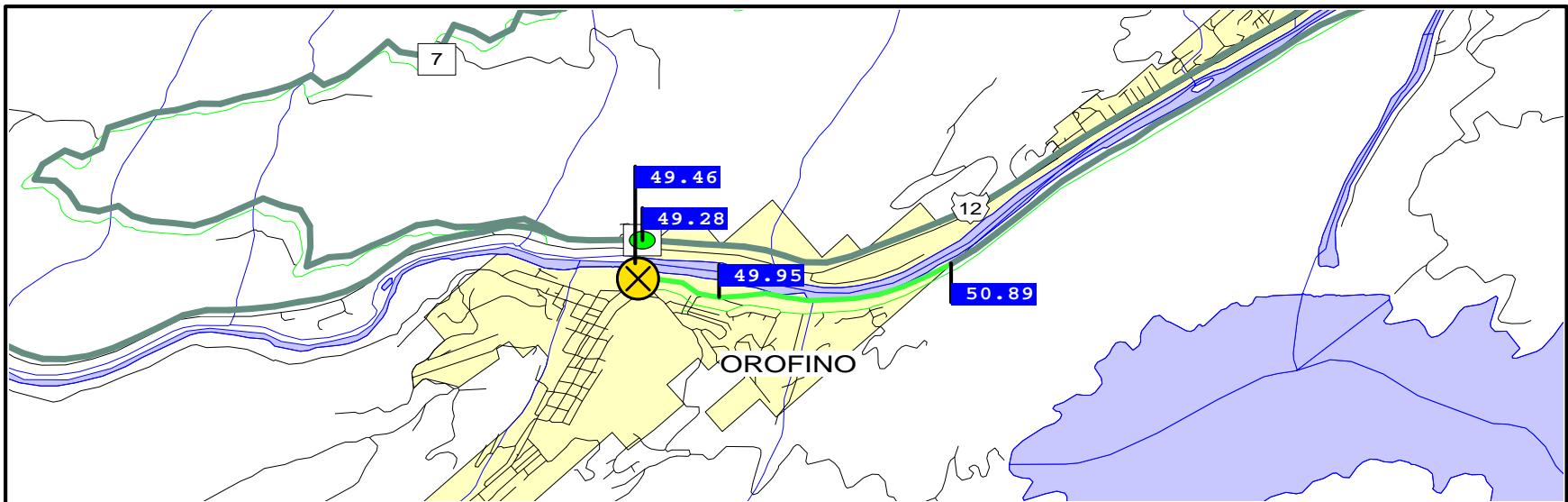
URBAN

	345.57 - 345.64	345.64 - 345.95	345.95 - 346.60
COUNTY	LATAH	LATAH	LATAH
URBAN AREA	MOSCOW	MOSCOW	MOSCOW
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.071	0.313	0.654
NUM OF LANES (EXISTING)	4	4	3
LANES			
WIDTH	48	48	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	3
MATERIAL TYPE	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	14,500	10,623	6,512
ADT (FUTURE) -- 20 YEAR	19,110	14,564	9,433
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1992	1977	1977
SEAL COAT YEAR	----	----	1991
S/N OR D	6.0	3.6	3.6
PERCENT TRUCKS--PEAK	1	5	5
V/C RATIO	0.22	0.18	0.12
CRACK/ROUGH/FINAL INDEX	2.9/1.2/2.2	2.0/2.2/2.1	3.2/3.2/3.2

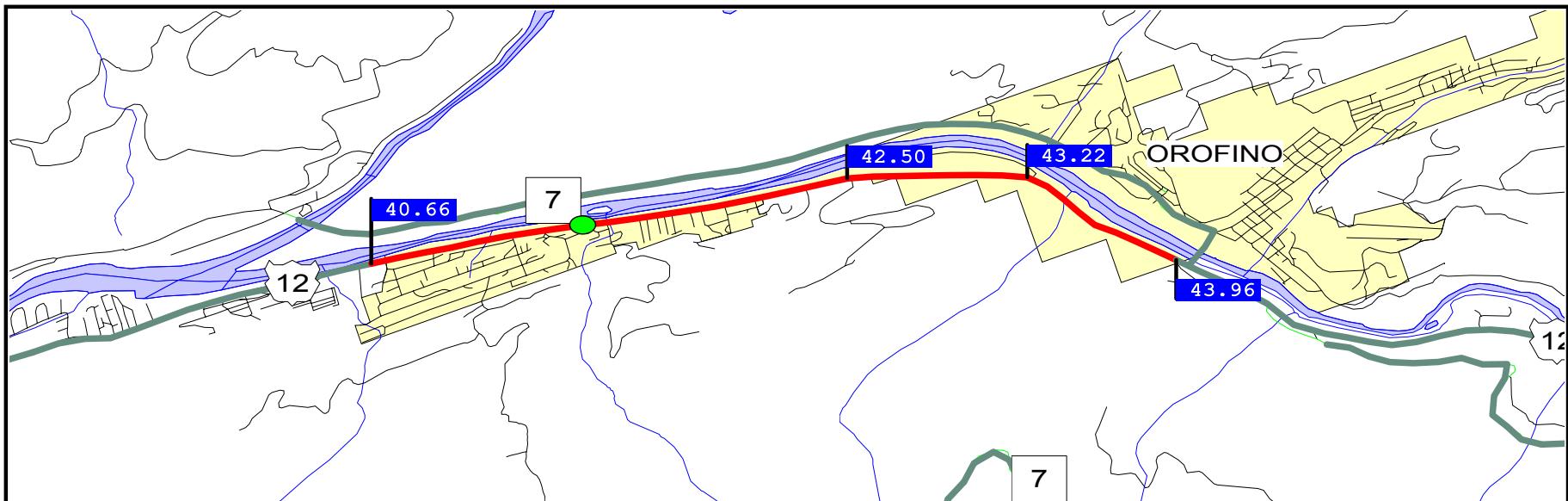
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2006	2003	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$59,000
FOR CONSTRUCTION	\$33,000	\$145,000	\$279,000
TOTAL	\$33,000	\$145,000	\$338,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	3



MILEPOSTS	49.28 - 49.45	49.46 - 49.95	49.95 - 50.89
COUNTY	CLEARWATER	CLEARWATER	CLEARWATER
URBAN AREA	OROFINO	OROFINO	OROFINO
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO
STRUCTURES	YES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.175	0.497	0.934
NUM OF LANES(EXISTING)	3	2	2
LANES			
WIDTH	36	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	2
MATERIAL TYPE	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	6,368	5,659	2,772
ADT (FUTURE) -- 20 YEAR	7,755	6,878	3,376
ACCESS CONTROL(CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1968	1998	1998
SEAL COAT YEAR	----	----	1998
S/N OR D	3.6	4.3	4.3
PERCENT TRUCKS--PEAK	2	1	3
V/C RATIO	0.59	0.57	0.28
CRACK/ROUGH/FINAL INDEX	4.0/1.0/2.8	5.0/1.6/3.7	5.0/2.7/4.0



URBAN

MILEPOSTS	40.66 - 42.50	42.50 - 43.23	43.22 - 43.96
COUNTY	CLEARWATER	CLEARWATER	CLEARWATER
URBAN AREA	OROFINO	OROFINO	OROFINO
HIGHWAY DISTRICT #	2	2	2
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	OUTLYNG BUS DIS	RURAL IN CHAR.
SECTION LENGTH	1.837	0.725	0.738
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	2	2
MATERIAL TYPE	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	5,974	6,628	7,100
ADT (FUTURE) -- 20 YEAR	8,653	9,582	10,264
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1968	1968	1968
SEAL COAT YEAR	2002	2002	2002
S/N OR D	3.6	3.6	3.6
PERCENT TRUCKS--PEAK	5	5	5
V/C RATIO	0.09	0.10	0.11
CRACK/ROUGH/FINAL INDEX	2.7/3.5/3.1	2.2/3.2/2.7	2.2/3.2/2.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$67,000	\$89,000
FOR CONSTRUCTION	\$852,000	\$412,000	\$419,000
TOTAL	\$852,000	\$479,000	\$508,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4